BOOKBINDING by European methods with the best materials and under European supervision at
THE "DAILY PRESS" OFFICE
Always pronounced equal to home work, and prices very moderate.

PRINTING OF ALL KINDS at the most moderate prices at
THE "DAILY PRESS" OFFICE.
All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

Hongkong Daily Press.

ESTABLISHED 1857.

CHUNG KWOK SAN PO
(Chinese Daily Press).
PUBLISHED DAILY
is the oldest and still immeasurably the best medium for Advertising among the Native Community.
Established for nearly FORTY YEARS, circulates largely throughout Southern China, Indo-China, etc.
Terms for Advertising (Translations free) can be obtained at the Office, Wyndham Street, Hongkong, or from the different Agents.
Documents translated from or into Classics or Colloquial Chinese.

No. 12,336. 第號六十三百三十二萬壹第 日八初月八年二十二緒光 HONGKONG, SATURDAY, SEPTEMBER 4TH, 1897. 六拜禮 號四月九年七十九百八千壹英港香 PRICE $2½ PER MONTH

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed DAILY PRESS *only, and special business matters* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent before 11 a.m. on day of publication. After that hour the supplies are limited. Only supplied for Cash.*

Telegraphic Address PRESS. *A.B.C. Code.*
P.O. Box 20. Telephone No. 12.

NEW ADVERTISEMENTS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above COMPANY will be held at the COMPANY'S OFFICES on SATURDAY, 25th SEPTEMBER, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1897.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 25th September, both days inclusive.

DOUGLAS LAPRAIK & CO., General Managers.
Hongkong, 4th September, 1897. [2020

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamer
"HAIMUN,"
Captain Bathurst, will be despatched for the above ports TO-MORROW, the 5th inst. at NOON.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO., General Managers.
Hongkong, 3rd September, 1897. [2028

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG 1897.
(Subject to Alteration.)

FLINTSHIRE	Saturday	11th Sept.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship
"FLINTSHIRE"
will be despatched hence for VICTORIA, B.C., PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 11th inst., calling at NAGASAKI if sufficient inducement offers.

Consular Invoices of Goods for United States Ports should be in QUADRUPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 4th September, 1897. [2017

BELILIOS PUBLIC SCHOOL.

THE above School will RE-OPEN on MONDAY next, the 6th inst.
Hongkong, 3rd September, 1897. [2021

WANTED.

BY two Gentlemen, Small HOUSE or suite of ROOMS, from 1st OCTOBER. Apply with Terms and Particulars to
"M. O."
Care of *Daily Press* Office.
Hongkong, 2nd September, 1897. [2012

WANTED.

A 4 or 5 ROOMED HOUSE from the 1st NOVEMBER on CAINE ROAD level or above, with view of Harbour.
Apply, stating Terms, to
"S.,"
Care of *Daily Press.*
Hongkong, 3rd September, 1897. [2022

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

Windsor Magazine, New Volume	$4.00
British Boys (fine Book)	1.75
England's History, by A. G. Temple, pictured by famous painters	6.75
Life of the Queen } Captain Cook's Voyages } Lamb's Tales from Shakespeare } 1,001 Riddles } each	0.20
Jubilee No. Navy and Army	0.70
The Realm Jubilee No.	0.40
Everybody's Pocket Cyclopædia } Scrap Book Curious Facts } Acting Charades } each	0.40
Do you know it? If not you should!!	
A Modern Zoroastrian, by S. Laing	2.50
Human Origin, by S. Laing	2.50
Problems of the Future, by S. Laing	2.50
Modern Science and Modern Thought, by S. Laing	2.50

QUEEN'S ROAD, Under HONGKONG HOTEL. [24

KELLY & WALSH, LIMITED.

NEW BOOKS AND NEW EDITIONS.
Naval Review Nos. "Graphic," 70 cents, "Illus London News," 70 cents.
Jubilee Procession Nos. "Graphic," 70 cents, "Illus. London News," 70 cents.
Sketch, 35 cents.

Trooper Peter Halkett of Mashonaland, by Olive Schreiner	$ 4.00
The Ascent of Man, by H. Drummond: Cheap Ed.	2.50
A Handbook of the Law of Banks and Bankers, by W. de Bracy Herbert	1.75
Stormlight, or the Nihilists' Doom, by J. E. Muddock	1.75
Notables of Britain, an Album of Portraits and Autographs of the Most Eminent Subjects of Her Majesty in the 60th Year of her Reign	3.50
Round The Empire—For the Use of Schools, Geo. R. Parkin—Map and Illus.	1.00
True Words for Brave Men, by Chas. Kingsley	1.75
Phil May's Guttersnipes—50 Original Sketches in Pen and Ink	1.75
Phil May's Sketch Book—Fifty Cartoons	1.75
Lady Cycling, by Mrs. E. J. Erskine	1.75
Huxley's Science and Education	3.50
" Science and Christian Tradition	3.50
" Darwiniana	3.50
" Science and Hebrew Tradition	3.50
" Method and Results	3.50
" Discourses Biological and Geological	3.50
The Queen's Reign and Its Commemoration—a Literary and Pictorial Review of the Period, by Sir Walter Besant	3.50
Chart of Taking	
" Wuchang Ex.	
" Sungkiang Reach	
KELLY & WALSH, Ltd.	23

PIANOS FOR NOTHING?

NO! But those requiring them can be supplied during this month VERY CHEAP at
A. W. ROBINSON & Co.
Several good Grands at sacrifice of Cost price.
Instruments for the climate, 40 NEW PIANOS are on the way, and can place here as it is full; so run quickly if you are opportunity. [1897

INTIMATIONS.

NOTICE.

WE have This Day REMOVED our OFFICES from "Victoria Buildings," QUEEN'S ROAD, to the Upper Floor of Messrs. DAVID SASSOON, SONS & Co.'s premises, PRAYA CENTRAL.
PALMER & TURNER, Architects, &c.
Hongkong, 30th August, 1897. [1983

NOTICE.

WE have This Day REMOVED our OFFICES to the Top Floor of Messrs. DAVID SASSOON, SONS & Co.'s premises, PRAYA CENTRAL, corner of Ice House Street.
LINSTEAD & DAVIS.
Hongkong, 31st August, 1897. [1992

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half-Year ended 30th June, 1897, on or before the 15th SEPTEMBER, on which date the Accounts will be CLOSED.
By Order of the Board of Directors.
THOS. J. ROSE, Secretary.
Hongkong, 26th August, 1897. [1965

THE HONGKONG COTTON SPINNING, WEAVING, AND DYEING CO., LIMITED.

CERTIFICATES for Shares ($20 paid up) in the above COMPANY are now ready, and can be obtained at the OFFICES of the Undersigned in exchange for the bankers' receipts.
JARDINE, MATHESON & CO., General Managers.
Hongkong, 3rd September, 1897. [2025

THE CHINA & MANILA S. S. CO., LIMITED.

NOTICE.

A CERTIFICATE of 11 Shares numbered 3968/3978, standing in the Register of this COMPANY in the name of HETTIE BUDD TOMES having been LOST, Notice is hereby given that a duplicate certificate for the said 11 Shares will be issued one month hence and that the original certificate, unless produced within that period, will thereafter be held by the Company as null and void.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 18th August, 1897. [1893

THE GREEN ISLAND CEMENT CO., LIMITED.

NOTICE.

A CERTIFICATE of 35 Shares of the New Issue numbered 28289/28323, standing in the Register of this COMPANY in the name of JACOB BENJAMIN ELIAS having been LOST, Notice is hereby given that a duplicate certificate for the said 35 Shares will be issued one month hence and that the original certificate, unless produced within that period, will thereafter be held by the Company as null and void.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 18th August, 1897. [1894

A. S. WATSON & CO., LIMITED.

TO AERATED WATER MANUFACTURERS AND OTHERS.

NOTICE is hereby given, That all AERATED WATER BOTTLES and SYPHONS bearing the Company's Names and Trade Mark are its property solely and that any Manufacturer using the same or any Person or Persons other than the Customers of the Firm found in possession of the same will be proceeded against as the law directs.
HENRY HUMPHREYS, for Secretary.
Hongkong, 20th August, 1897. [1908

THE

EQUITABLE

LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

JANUARY 1st, 1897.

ASSETS	£ 45,161,239
RESERVE FUND (4% Standard) AND ALL OTHER LIABILITIES	36,145,160
SURPLUS 4%	9,016,078
OUTSTANDING ASSURANCE	190,846,264
NEW ASSURANCE WRITTEN, 1896	36,602,933

Life Assurance is now within every man's reach at a cost which, in the result, if no claim arises, is either nominal, or according to the class or policy, yields a return equal to the best of safe investments.

For full explanation and illustrations send date of birth to
SHEWAN, TOMES & CO., General Agents, HONGKONG.
a807

CUTLER, PALMER & CO'S

PRICE $10.75 PER DOZEN NET.

"SPECIAL BLEND" WHISKY.

A Blend of Selected Distillations of the Finest Scotch Whiskies.

Apply to
SIEMSSEN & Co., Hongkong. [38

CUTLER, PALMER & Co.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to our care for over half a century.
Apply to G. C. ANDERSON, Hongkong, 13, Praya.
87 And to his friends in Shanghai.

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month; it is of Superb Quality and of CUTLER, PALMER & Co.'s SELECTION.
Sole Agents for the
LANE, CRAWFORD & Co., Hongkong.

FLETCHER & CO.,
THE PHARMACY.
CADBURY'S SPECIAL CHOCOLATE CREMES.
PRAGUE PERFUMES, EAU DE COLOGNE, EAU DE MONIST, &c. &c.
PERFUME SPRAYS IN GREAT VARIETY. [e32

AUCTIONS.

PUBLIC AUCTION OF TWEEDS, CRICKETING FLANNELS, DRAPERY, &c., &c.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION
TO-DAY
(SATURDAY), the 4th September, 1897, at 2.30 P.M., at his Sales Rooms, Duddell Street,
A QUANTITY OF TWEEDS, CRICKETING AND OTHER FLANNELS, COATINGS, SERGES, &c., &c.,
IN SUIT LENGTHS for Autumn and Winter Wear.
ALSO,
A QUANTITY OF LADIES' MATERIALS, such as: ALPACCAS, FLANNELS, FLANNELETTES, SERGES, NUNSVEILINGS, MERINO, SURAH SILKS, VELVETEEN, SKIRT LACES, &c., &c., &c.
ALSO,
One ENGLISH BILLIARD TABLE, secondhand, by BURROUGHES' and WATTS, London, with implements, &c.
On View from FRIDAY, the 3rd September.
TERMS:—As Customary.
GEO. P. LAMMERT, Auctioneer.
Hongkong, 3rd September, 1897. [2002

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION
ON
TUESDAY, the 7th September, 1897, at 2.30 P.M., at his Sales Rooms, Queen's Road,
HOUSEHOLD FURNITURE, &c., (for Sundry Accounts).
TAPESTRY COVERED DRAWING-ROOM SUITE.
MARBLETOP CENTRE and SIDE TABLES.
BLACKWOOD MARBLETOP TABLES and STOOLS.
BEVELLED GLASS OVERMANTELS.
PICTURES and ORNAMENTS.
CARPETS and HEARTH RUGS.
BOOK CASE, WRITING TABLES and DESKS.
EXTENSION DINING TABLE, SIDEBOARD with Bevelled Glass, DINNER WAGGONS and VIENNA CHAIRS.
CROCKERY, GLASS and PLATED WARE.
IRON BEDSTEADS, DOUBLE and SINGLE WARDROBES with Bevelled Glass Doors, CHEST OF DRAWERS, DRESSING TABLE and MARBLETOP WASHSTAND.
One TYPE WRITER, One ELECTRIC BELL and JINRICKSHA.
&c., &c., &c.
TERMS OF SALE:—As Customary.
V. I. REMEDIOS, Auctioneer.
Hongkong, 2nd September, 1897. [2016

PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY.

MR. GEO. P. LAMMERT, Auctioneer, has received instructions from the MORTGAGEE to Sell by
PUBLIC AUCTION,
The following property situate at Victoria, Hongkong,
ON
FRIDAY, the 10th day of September, 1897, at 3 o'clock P.M.,
ON THE PREMISES.
All that PIECE of GROUND registered at the Land Office as Section C of MARINE LOT No. 51 together with the messuage and buildings thereon known as No. 129, QUEEN'S ROAD CENTRAL.
Annual Crown Rent, $24.
For further Particulars, apply to
C. EWENS, Solicitor for the Mortgagee,
or to
GEO. P. LAMMERT, Auctioneer.
Hongkong, 3rd September, 1897. [2026

PUBLIC AUCTION OF VALUABLE HOTEL FURNITURE AND FITTINGS.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
in the latter part of September, 1897,
THE WHOLE OF THE VALUABLE FURNITURE, &c., of the well-known MOUNT AUSTIN HOTEL, "THE PEAK."
Complete in every detail.
Full Particulars and Dates of Sales will be published later.
GEO. P. LAMMERT, Auctioneer.
Hongkong, 4th August, 1897. [1807

NOTICE.

IMPORTANT INFORMATION FOR ENGINEERS regarding Nominal and Indicated Horse Power, full particulars of which is given in a Pamphlet entitled "IN MEMORIAM, JAMES WATT, ENGINEER." To be had from W. BREWER & Co., Hongkong. Price, $2. *Fulmen Brutum.*
Hongkong, 23th August, 1897. [1978

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:—

	Loaded with Powder only.	With Powder and 1 oz. of Shot.
Primrose Cases	$5.65	$7.40
Pegamoid Cases	6.25	8.00
Ejector Brass Cases	6.90	8.65

5% discount on orders of 1,000 and over.
Apply to,
WM. SCHMIDT & Co., Gunmakers, Hongkong.
Hongkong, 27th July, 1897. [1522

MRS. STOCKHAUSEN
DRAPER, MILLINER, DRESS AND MANTLE MAKER,
23, QUEEN'S ROAD CENTRAL.
LATEST NOVELTIES FROM LONDON and PARIS.
Hongkong, 3rd September, 1896. [1324

YEE SANG & CO., 號生怡
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KWONG SANG & Co No. 63, PRAYA. [784

INTIMATIONS

THE PUBLIC HAVE ALREADY TAKEN THIS UP, AND IT IS "GOING" SPLENDIDLY.

WILL DYE TO ANY SHADE. **MAYPOLE SOAP** BUT WON'T WASH OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOLLEN GOODS, or MIXTURES of COTTON and WOOL, &c.

COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Aloe-Green, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Cerise and Cardinal.

SOLE AGENTS for Hongkong and China.
WATKINS & CO., APOTHECARIES' HALL, 66, QUEEN'S ROAD CENTRAL.

D. C. L.

TRADE MARK. 和源 HONG-NAME YUEN-WO

OLD TOM AND DRY GINS

$7.00 Per dozen.

SOLE AGENTS:
H. PRICE & Co.,
(Late GANDE, PRICE & Co.)
No. 12, Queen's Road, Central.

Telephone No. 135
a31

CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC,
Distinguished by 4 STARS on the label.
Price $22.50 per 1 dozen bottles.

VERY GOOD COGNAC,
Somewhat younger than the above.
Distinguished by 2 STARS on the label.
Price $16.75 per 1 dozen bottles.

"PALL MALL" WHISKY,
Eleven years old, very fine quality. Each bottle bears an analyst's certificate.
The quality is guaranteed.
Price $20.00 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY,
in Patented Bottles.
Price $10.75 per 1 dozen bottles.

INVALIDS' CHAMPAGNE.
A Natural, *i.e.*, a Brut, Sparkling Wine, of the Vintage 1889; particularly suitable to the debilitated. The price is but $28.50 per one oz. quart bottles.

INVALIDS' PORT.
This Wine is old, soft, and delicate.
We strongly recommend it.
Analysed and Certificated by Professor Cassall,
Price $20.00 per 1 dozen bottles.

DOURO PORT,
This is a fine quality Wine of exceptionally good value.
Price $14.25 per 1 dozen bottles.

SHERRIES,
AMOROSO,
The Earl Mise's shipping.
Price $20.00 per 1 dozen bottles.

LA TORRE.
Price $16.75 per 1 dozen bottles.
Pure and natural Wine; a tonic.

CLARETS
in Quarts and Pints.

LIQUEUR.
BENEDICTINE, D.O.M.
Price $39.75 per 1 dozen bottles.

Agents—SIEMSSEN & Co., HONGKONG. [37

CHOICE AUSTRALIAN WINES,

ESTD. 1864.

FROM THE
CELEBRATED COOLALTA VINEYARDS,
NEW SOUTH WALES.

Analysed by the New South Wales Government and found perfectly pure, sound, and thoroughly fermented Wines.

CLARET—HOCK—CHABLIS AND BURGUNDY.

Telephone No. 75.
CALDBECK, MACGREGOR & CO., SOLE AGENTS.
15, Queen's Road. [a27

THE
VICTORIA DISPENSARY

Have Just Received a Fresh Consignment of
PHOTOGRAPHIC REQUISITES.
ILFORD'S DRY PLATES, all sizes—Ordinary, Empress, Special Rapid, Lantern Plates, Bromide Opals and P. O. Paper.
WRATTEN and WAINWRIGHT'S DRY PLATES—Ordinary and Drop Shutter.
MARION'S SPECIAL PORTRAIT PLATES.
IMPERIAL DRY PLATES.
EASTMAN'S PERMANENT BROMIDE PAPER, all sizes, A. B. and C.
VICTORIA DISPENSARY, QUEEN'S ROAD.
Hongkong, 13th August, 1897. [a26

SMITH'S SPECIAL FLEXIBLE STEEL WIRE ROPES.

LANE, CRAWFORD & CO.

are now in receipt of the first consignment of these world famed GALVANIZED STEEL WIRE ROPES.
The "B" SPECIAL FLEXIBLE combines extreme flexibility with the greatest strength and is most suitable for CRANES, HOISTS, WHIPS, CARGO FALLS, &c., &c. Will last nearly three times as long as the ordinary S. W. Ropes usually sold.
The "A" FLEXIBLE, slightly less flexible than the "B" but far superior to other S. W. Ropes.
Further Particulars and Prices of
LANE, CRAWFORD & CO., AGENTS. [a25

COTTAM & CO.

JUST RECEIVED.
NOVELTIES IN TIES, STRAW HATS, &c. [a29

DR. KNORR'S
ANTIPYRINE
Patented
"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, etc.
FEVER, RHEUMATIC & NEURALGIC AFFECTIONS.
NERVOUS AFFECTIONS.

ARGONIN.
(REGISTERED TRADE MARK.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhœa in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the bottles for making solutions shall be implicitly followed.

DR. OVERLACH'S
MIGRANINE
"LION BRAND"
(ANTIPYRIN-CAFFEINE CITRATE.)
(1) Excellent results in the SEVEREST CASES OF MIGRAINING, as well as in HEADACHE ARISING FROM ALCOHOLIC, NICOTINE, AND MORPHIA POISONING, NEURASTHENIA, INFLUENZA, GRIPPE, &c.
(2) The BEST ANTIPYRETIC, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an ANALEPTIC.
☞ Use only DR. OVERLACH'S MIGRAININE, "LION BRAND" and always prescribe "MIGRAININE HOECHST."
The best medium dose for adults is 17 grains given once or twice daily in powder or in solution.
Sole Manufacturers:
FARBWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.
Literature of the above Preparations supplied
Sole Agents for China.
CHINA EXPORT IMPORT & BANK CO.
BEWARE OF DEFECTIVE IMITATIONS. [a30

INTIMATIONS

EVERY FACILITY
IN CONNECTION WITH LIFE ASSURANCE BUSINESS IS AFFORDED BY
THE STANDARD LIFE OFFICE,
ONE of the oldest and wealthiest of the British Offices.
Forms of proposal and every information may be obtained from
DODWELL, CARLILL & Co., Agents
Hongkong, 16th November, 1895. [3—1523

A TRIAL
WILL CONVINCE YOU THAT
GANDY'S BELTING
IS THE BEST IN THE MARKET FOR
DURABILITY, STRENGTH, ECONOMY.
Sole Agents:
LÜTGENS, EINSTMANN & CO., formerly SCHEELE & Co., Hongkong.
1989

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.
Sole Agents for China,
LÜTGENS, EINSTMANN & CO.
Hongkong, 31st August, 1897. [269

PORTLAND CEMENT
J. B WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 11th April, 1893 [1402

AMERICAN SYSTEM OF DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW,
(LATE OF POATE & NOBLE).
Hongkong, 13th July, 1897. [1394

NOTICE.

SUN SING LOONG (新勝隆) have always for SALE a fine assortment of the new season's selected PRESERVED GINGER and SWEETMEATS of their well-known Manufacture.
Head Office: HONGKONG, No. 3, Sai On Lane, West Point.
Branch Office: HONAM, Canton.
CHUI CHEW TING, Manager.
Hongkong, 30th April, 1897. [2410

HOTELS.

ENQUIRE
AT THE
HONGKONG HOTEL
for particulars of
REDUCED
BOARD AND LODGING RATES
FOR
CERTAIN ROOMS.
Hongkong, 25th June, 1897. [39

MOUNT AUSTIN HOTEL.

1,400 feet above sea level.

Telegraphic Address, "Excelsior" Hongkong, A.B.C. Code. Telephone, No. 35.

This HOTEL will be OPEN as usual until, at least, the 15th of September.

For Particulars, apply to
The Manager.
MOUNT AUSTIN HOTEL.
Hongkong, 1st September, 1897. [1998

NEW VICTORIA HOTEL
ROTISSERIE.
MEALS A LA CARTE.
CHOPS, STEAKS, etc., etc., at any time between 7.30 A.M. and 11.30 P.M.
MONTHLY BOARDERS at MODERATE RATES.
MADAR & FARMER, Proprietors.
Hongkong, 4th September, 1896. [40

"BOA VISTA" HOTEL
MACAO.
BEAUTIFULLY SITUATED FAMILY HOTEL.
WITH UNINTERRUPTED SEA VIEW.
LOCAL residents wishing a change will find the above HOTEL very COOL and COMFORTABLE.
SEA BATHING from Bella Vista or Bishop's Bay beach immediately under the HOTEL which is a fine sandy beach for the little ones to play on.
Saloon Steamer "HEUNG-SHAN," Captain W. E. Clarke, runs daily to Macao connecting with Daily Service to Canton.
For Terms, apply
MANAGER.
Telegraphic Address, "Boavista." [1494

OCCIDENTAL HOTEL.
26, DIVISION STREET, KOBE, JAPAN.
MRS. E. D'ARCY, PROPRIETRESS.
PLEASANT ROOMS. FIRST CLASS CUISINE. CENTRAL POSITION.
MODERATE CHARGES.
Hongkong, 7th June, 1897. [1494

SHIPPING.

ARRIVALS.

Sept. 3, MENMUIR, British str., 1,380, W. G. McArthur, Sydney and Newcastle via ports 9th August, General.—GIBB LIVINGSTON & Co.
Sept. 3, KWEIYANG, British str., 1,060, A. W. Onterbridge, Amoy 31st August, General.—BUTTERFIELD & SWIRE.
Sept. 3, KRIM, Norw. str., 1,118, Joh. Jorgens, Hongay 1st Sept., Coal.—JARDINE, MATHESON & Co.
Sept. 3, TAKSANG, British str., 977, P. H. Rolfe, R.N.R., Swatow 2nd Sept., General.—JARDINE, MATHESON & Co.
Sept. 3, JACOB CHRISTENSEN, Norw. str., 1,088, Hansen, Sourabaya 25th August, Sugar.—BRADLEY & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE
3RD SEPTEMBER.
Letimbro, Italian str., for Singapore.
Hertha, German str., for Yokohama.
Ask, Danish str., for Hoihow.
Prometheus, British str., for Singapore.
Glaucus, British str., for Shanghai.
Velox, German str., for Iloilo.
Thales, British str., for Swatow.
Wongkoi, British str., for Bangkok.
Heathbank, British ship, for San Francisco.
Taksang, British str., for Hongay.

DEPARTURES.

Sept. 3, FREJE, Danish str., for Hoihow.
Sept. 3, CEYLON, British str., for London.
Sept. 3, CHUNSANG, British str., for Hongay.
Sept. 3, HERTHA, German str., for Yokohama.
Sept. 3, LETIMBRO, Italian str., for Bombay.
Sept. 3, THALES, British str., for Swatow.
Sept. 3, VELOX, German str., for Iloilo.
Sept. 3, WONGKOI, British str., for Bangkok.
Sept. 3, SIERRA NEVADA, Brit. sh., for Portland.

PASSENGERS.

ARRIVED.
Per *Menmuir*, from Sydney, &c.—Messrs. Smithers and Hobden.
Per *Taksang*, from Swatow—Miss Underwood.
DEPARTED.
Per *Esmeralda*, for Manila—Mr. and Mrs. Holland, Messrs. Yik Kan Po and Pompilio Jorge.
Per *Wongkoi*, for Bangkok—Col. Hastings.
Per *Pakshan*, for Swatow—Mr. and Mrs. Thompson, and Miss de Cruz.
Per *Letimbro*, for Singapore—Messrs. S. Maggi and W. Arnst. For Penang—Messrs. Chew Kin On and Lé Chin Choy. For Bombay—Messrs. S. C. F. Mathias, Antonio Rodrignes, Mahomet, and M[illegible]rs.
Per *Ceylon*, for London—Paymaster C. J. Ferguson, R.N.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. Edgar G. Barrett	Mr. & Mrs. Sydney Hopwood
Mrs. H. Bathurst & child	Mr. Henry Holden
Mr. L. Béringdoague	Mr. T. Howard
Mr. & Mrs. J. W. Bolles	Mr. Kerfoot Hughes
Mr. & Mrs. A. H. Bottenheim & child	Mrs. J. B. Jackson
Mr. John Bocock	Mr. & Mrs. E. S. Joseph
Mr. Alfred Bryer	Mr. C. P. Karberg
Mr. W. F. Burridge	Mr. & Mrs. Norton Kyshe
Mr. W. J. Canter	Mr. & Mrs. Lello
Mr. F. Corsten	Mr. Leon A. Levy
Mr. Emil Daub	Mrs. E. Eugene McLellan
Mr. William Doherty	Mr. Robt. McLellan
Miss Drum	Er. F. von der Pfordten
Mr. W. A. Duff	Mr. Arch. Reid
Mr. F. W. Edwards	Mr. E. B. Sellwell
Mr. H. K. C. Fisher	Mrs. M. Stephenson
Dr. J. B. Fowler	Mr. T. A. Stetson
Mr. Ramón Garcia	Dr. J. H. Swan
Capt. F. D. Goddard	Mr. & Mrs. Wm. Whiley
Mr. A. H. Gould	Miss Whiley
Mr. & Mrs. W. D. Graham	Surg. Capt. Whitty, A.M.S.
Miss Greene	Capt. Wingate, 14th Bengal Lancers
Mr. B. de Hazalus	

MOUNT AUSTIN HOTEL.

Mr. & Mrs. Andrews and child	Mr. Henry Humphreys
Mr. John Andrew	Master Jack Humphreys
Mr. & Mrs. J. S. Bartrum	Mr. Chantrey Imbald
Mr. Hart Buck	Mr. & Mrs. Kirch & child
Mr. J. G. T. Buckle	Mr. & Mrs. Kuhn and two children
Mr. Charles Cohen	Mr. MacLeod
Mr. Coughtrie	Mr. Jas. McKie
Mr. & Mrs. G. C. Cox	Miss Dick Melbourne
Mr. & Mrs. J. H. Cox	Mr. H. F. Meyerink
Mr. Victor Deacon	Rev. William Musson
Mr. & Mrs. Dejaux	Col. The O'Gorman
Mr. Alex. Donald	Mr. & Mrs. Restalozzi and two children
Surgeon-Col. Evatt	Mr. C. H. Ross
Mrs. H. Faithful	Mr. K. McK. Ross
Mr. & Mrs. J. M. Forbes	Mr. H. Rümcker
Mr. Eric Georg	Mr. Schwencke
Mr. W. Gibson	Miss Tindal
Mr. & Mrs. J. S. Hogan	Mr. G. H. Wheeler
Mr. E. Heinze	
Miss Dorothy Humphreys	

VESSELS IN DOCK.

ABERDEEN DOCKS.—
KOWLOON DOCKS.—City of Rio de Janeiro, Pasig, Feihoo, Zafiro, Haimun, Compania de Filipinas.
COSMOPOLITAN DOCK.—West York, Gotmenia.

TO-DAY.
Auction Tweeds, Cricketing Flannels, &c., G. P. Lammert, 2.30 p.m.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 10.30 a.m. ...Every quarter of an hour.
11.30 a.m. to 12.30 p.m. ...Every half hour.
12.30 p.m. to 2.30 p.m. ...Every quarter of an hour.
3.30 p.m. to 8.00 p.m. ...Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS.
8.45 a.m. to 10.15 a.m. ...Every half hour.
10.30 a.m. and 10.40 a.m.
Noon to 2 p.m. ...Every quarter of an hour.
3 p.m. to 8 p.m. ...Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 1st April, 1896. [824

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 29th July, 1897. [a1730

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER,
No. 37, ELGIN STREET, HONGKONG,
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED,
15 to 25% Discount Allowed. [1983

H. P. CARMICHAEL,
CONSULTING ENGINEER AND SURVEYOR,
15, PRAYA CENTRAL.
DESIGNS and SPECIFICATIONS for all CLASSES of ENGINEERING WORK, DRAWINGS prepared, REPAIRS
Telegrams "CARMICHAEL," Hongkong.
Hongkong, 1st June, 1897. [1293

INTIMATIONS

A. S. WATSON & CO., LIMITED.

BY APPOINTMENT.

WINES & SPIRITS.

WE beg to call attention to our PRICE LIST OF WINES AND SPIRITS as below:—

As these are all selected and bought first hand by our London House we save any intermediate profits and are thereby enabled to supply the best qualities at Moderate Prices.

PORT.

(For Invalids and General Use.)

	Per doz. Case.	Per Bot.
B VINTAGE, superior quality, Red Capsule	$14.40	$1.20
C FINE OLD VINTAGE, superior quality, Black Seal Capsule	16.20	1.35
D VERY FINE OLD VINTAGE, extra superior, Violet Capsule (*Old Bottled*)	20.40	1.70

SHERRY.

	Per doz. Case.	Per Bot.
B [illegible] Pale, fine nor wine [illegible] Seal Capsule		
C MANZANILLA PALE NATURAL SHERRY, White Capsule	12.00	1.00
CC SUPERIOR OLD DRY, PALE NATURAL SHERRY Red Seal Capsule	12.00	1.00
D VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule	14.40	1.20
E EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (*Old Bottled*)	20.40	1.70

B, C, and CC are excellent dinner Wines or for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

CLARET.

	Per Case. 1 doz. Qts.	Per Case. 1 doz. Pints.	Per Bot. Qts.	Per Bot. Pts.
B ST. ESTEPHE, Red Capsule	$ 8.96	$ 7.56	$0.60	0.35
C ST. JULIEN, Red Capsule	9.00	9.60	0.75	0.40
D LA ROSE, Red Capsule	12.96	13.92	1.10	0.60
SAINTE FOY	7.20	7.92	0.50	0.35
CUSSAC	9.60	10.44	0.80	0.45
CHATEAU D'ANGLADE	13.20	14.40	1.10	0.60
CHATEAU HAUT BRION LARRIVET	18.60	19.20	1.60	0.80
CHATEAU MOUTON D'ARMAILHACQ	21.00	22.20	1.80	0.90

Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape, and are not artificially made from raisins and currants, as is generally the case with cheap Wines.

HOCK.

	Per Case. 1 doz. Qts.	Per Bot.
NIERSTEIN	$12.00	$1.00
RUDESHEIMER	21.00	1.75
HOCHHEIMER	24.00	2.00

BRANDY.

	Per case, 1 doz.	Per Bot.
*** A HENNESSY'S OLD PALE, Red Capsule	$18.00	$1.50
**** B SUPERIOR VERY OLD COGNAC, Red Capsule	21.00	1.75
***** C VERY OLD LIQUEUR COGNAC	24.00	2.00
V.V.O. D HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC, 1872 Vintage, Red Capsule	36.00	3.00
V.V.O. E FINEST VERY OLD LIQUEUR COGNAC, 1862 Vintage	48.00	4.00

All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.

SCOTCH—	Per Case. 1 doz.	Per Bot.
A THORNE'S BLEND, White Capsule	$10.80	$0.90
B WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80	0.90
C WATSON'S ABERLOUR-ENLIET, Red Capsule, with Name and Trade Mark	12.00	1.00
D WATSON'S H K D BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40	1.20
E [illegible] QUEEN [illegible] Gold Capsule		
DANIEL RAYMOND'S FINEST VERY OLD SCOTCH WHISKY	14.40	1.20

Our lowest priced Whisky is of excellent quality and of greater age than most brands in the market. We recommend our customers not to be deterred by the lowness of price from trying them all. For a soda whisky, Thorne's Blend and Watson's Glenorchy are equal to any. Aberlour-Glenlivet is a very old Peat Whisky (smoky) that could not be replaced in stock at the price. D and E are too well known to need comment.

IRISH—	Per Case. 1 doz.	Per Bot.
A JOHN JAMESON'S OLD, Green Capsule	$12.00	$1.00
B JOHN JAMESON'S FINE OLD, Green Capsule	15.00	1.25
C JOHN JAMESON'S, VERY FINE OLD, Green Capsule	18.00	$1.50

All these are very fine and old. C has been stocked in Hongkong in wood for over 20 years, there being little sale for Irish Whisky in the Colony.

AMERICAN—	Per Case. 1 doz.	Per Bot.
GENUINE BOURBON WHISKY, FINE OLD RED CORN'S, without Name and Trade Mark	$15.00	1.25

GIN.

	Per Case. 1 doz.	Per Bot
A FINE OLD TOM, White Capsule	$ 7.20	$0.60
B FINE UNSWEETENED, White Capsule	7.20	0.60

RUM.

FINEST OLD JAMAICA, Violet Capsule	$15.00	$1.25
GOOD LEEWARD ISLAND	6.00	0.50
GOOD LEEWARD ISLAND	$2.50 per Gal.	

LIQUEURS.

BENEDICTINE.	BLACKBERRY BRANDY.
CURACOA.	MARASCHINO.
CHARTREUSE.	HERRING'S CHERRY
CREME DE CACAO.	CORDIAL.
PEPPERMINT.	
Dr. SIEGERT'S ANGOSTURA BITTERS.	

AND

AERATED WATERS.

A. S. WATSON & CO., LIMITED.

Hongkong, 11th August, 1897. [22

INTIMATIONS

BROWN, JONES & CO.

DEALERS IN AMERICAN AND ITALIAN MARBLE AND HONGKONG GRANITE.

CEMETERY MEMORIALS.

Designs and Prices on application.

Office, 47, QUEEN'S ROAD CENTRAL. [2657

The Daily Press.

HONGKONG, SEPTEMBER 4th, 1897.

IT is rather a sinister omen, and strikes a jarring note in the midst of the rejoicings with which President FAURE was welcomed back in Paris after his visit to Russia, that a bomb should have been exploded at the Madeleine just after he had passed that historic church. It is true that the missile exploded harmlessly, but it is not conceivable that it was placed there with harmless intent. The Socialists or Anarchists, probably the latter, seemed to have marked the worthy gentleman who holds the post of first Magistrate of the French Republic with so much modest dignity down for their prey. On the eve of his departure for St. Petersburg a canister full of nails exploded (also harmlessly) in the Boulevard Dennin, in Paris, a few minutes subsequent to the President passing along the thoroughfare. Because these attempts were miserable bungles, or designed to frighten the President, it must not be imagined that there is no real danger to be apprehended from similar demonstrations. The fate of President CARNOT in 1894 must not lie forgotten. Messieurs the assassins do not always make a mess of their work; too often they smite with only too well studied a precision, and the third essay upon the life of President FAURE may not prove such a failure as the former attempts. We trust the French Government will take efficient precautions, for the Anarchists are full of resources and will not hesitate to sacrifice the lives of those against whom they do not pretend a grievance so long as they can strike terror among the constituted authorities. It is a curious commentary upon the republican form of government that, though beautiful in theory, it does not by any means assure to the people who accept it the liberty and equality it proclaims, and it fails to secure for its chief citizen the safety from violence which sovereigns are commonly supposed to vainly desire. In these modern days, within the past thirty years, two Presidents of the United States and one of the French Republic have fallen by the hand of the assassin, a record not to be matched even in autocratic Russia. President FAURE is, like President CARNOT, a man who enjoys the respect and esteem of the mass of the French people for his sterling qualities, and it is sincerely to be hoped that the Police Authorities of Paris will not be caught napping, and another tragedy be perpetrated by the desperate ruffians who sully and betray the cause of Liberty by committing atrocities in her sacred name.

FROM the annual report of the Government Analyst it appears that during the year 1896 eleven samples of milk were analysed, of which four were found to contain added water to the extent of 28 per cent., 17 per cent., 7 per cent., and 6 per cent. respectively. These figures show that the practice of milk adulteration obtains to a very considerable extent in the colony. The danger this constitutes to the public health is shown in the report by Dr. CLARK laid before the Legislative Council the other day. It appears that fifty-six cases of enteric fever have occurred during the current year and of this number forty-three were Europeans. Nineteen cases were imported into the colony by the shipping, leaving twenty-seven to be accounted for locally, twenty-seven of which were of European nationality. In the series of European cases which occurred during the month of June Dr. CLARK says it is very clear to his mind that they must have had some connection with the milk supplied to these persons and this conviction became more certain when he proved that such milk supply was in part derived from Chinese sources, and that these sources were extremely liable to contamination owing to the adulteration of the milk with water. Dr. CLARK therefore suggests the introduction of an Ordinance, similar in effect to the Imperial Infectious Diseases Prevention Act of 1890, empowering the Government to prohibit for a time the supply of milk from any dairy when such milk is likely to cause or has caused infectious disease in the colony. In the orders of the day for Monday's meeting of the Legislative Council we notice the first reading of a Bill entitled an Ordinance to prevent the spread of Infectious Disease arising from the Consumption of Contaminated or Unwholesome Milk. It would appear therefore that the Government has promptly adopted Dr. CLARK's suggestion and it is to be hoped the Bill may be found a workable measure that will have the effect of diminishing enteric fever, the recent prevalence of which has justifiably caused some alarm amongst the European community. In former days it was customary to have the milk drawn from the animals at the consumer's door, and the risk of contamination was proportionately small, but now that the milk is distributed in bottles from the dairies the dairymen have opportunities of adulteration which it would appear that some of them do not fail to take advantage of.

The P. & O. steamer *Brindisi* left Bombay for this port on the 31st August.

The C. P. R. steamer *Empress of India*, arrived at Amoy at 8 a.m. on the 2nd instant, and sailed again at 4 p.m. on same day for Shanghai.

About twenty minutes to five yesterday afternoon an alarm of fire was given. The brigade turned out to find that only a chimney had caught fire in Upper Lascar Row.

Lieut.-General Sir William Francis Drummond Jervois, G.C.M.G., whose death is reported in the Australian papers, belonged to the Royal Engineers and had frequently been sent on special missions to advise on the fortifications on various of Her Majesty's possessions abroad. In 1875 he was appointed Governor of the [illegible] years, and he was afterwards Governor of South Australia and of New Zealand.

The Band of the West Yorkshire Regiment will play the following programme at the Officers' Mess to-morrow evening:—

March	"Norma"	Wagner
A Spanish Chant		Aiton
Valse Brillante (Op. 18)		Chopin
Selection	"L'Etoile du Nord"	Meyerbeer
	God save the Queen.	

In the Legislative Council of the Straits Settlements the Hon J. P. Joaquim has given notice that at next meeting he will move "That in view of the depreciation of silver and the fall in the value of the dollar this Council considers it reasonable that the fees to be taken by the advocates and solicitors of the Supreme Court should be increased."

A little boy, whose hair was closely cropped and whose head did not reach the rail of the dock, was charged at the Magistracy yesterday with escaping from the reformatory school. The boy was arrested by a Chinese detective and taken direct to the Police Station. In answer to his Worship the director of the School said he did not desire the boy to be taken before the Court. Thereupon the Magistrate said the boy was not before him. In cases of escape from a reformatory the detective making the arrest must, before bringing the boy in front of the Magistrate, find out from the managers of the school whether it was their wish to have the boy charged. The boy was therefore allowed to go.

The Government conservancy contractor should really exercise a better supervision over his boatmen. Lately there have been numerous complaints of rubbish from dust boats being dumped into the harbour between Green Island and Stonecutter's Island, and the water police have had considerable difficulty in detecting the offenders inasmuch as the boatmen never resorted to the objectionable practice while a police pinnace was in sight. The police have now adopted a new move, which proved highly successful on Thursday. Police Sergeant Graham disguised himself and took a private launch, and from this he saw four men busily engaged in throwing rubbish into the harbour. Yesterday these men were taken before Hon. H. E. Wodehouse. One of them was fined $50 and the three others $25 each.

In the course of removing the stones of the old Praya wall in front of the P. and O. Office a foul condition of affairs in connection with the storm water drain that formerly discharged at that point has been disclosed. Some time ago the drain was closed by the Public Works Department and it was supposed that all sewers that formerly discharged into it had been diverted. It would appear that this was not the case, for on opening up the ground for the removal of the old Praya wall it was found that sewage had been running through the drain and being unable to escape through the closed mouth had worked a channel for itself east and west behind the wall, making an abominable elongated cess-pool. Coolies were busy all day yesterday carrying away the slush in buckets and another day's work will probably be required to clear the trench. A hoarding had been erected along the trench, so that the operations going on were not visible to passers by, but the smell could not fail to attract notice. It seems to have been a case of the celebrated Bonham Strand drain over again. It is no wonder that cases of sickness have occurred in the neighbourhood.

The Magistrate deservedly complimented P.C. Cameron yesterday. The case in which he was concerned was in respect of a charge of theft preferred against a Chinaman of the idling fraternity. About four o'clock yesterday morning the prisoner was making rapid strides for Chinese territory when P.C. Cameron overtook him and searched him, finding upon him a silver watch, a brass chain, a gold locket, with a silver coin attached, and a water pipe. The constable rightly thought that the man had not come by these things honestly and he was taken to Yaumati Police Station. Inquiries showed that all the articles, with the exception of the water-pipe, had been stolen from Colonel Faithful's residence, while a pair of shoes the prisoner was wearing had been stolen from the servants' quarters of Major Retallick. A clock had also been stolen from Major Retallick's servants' quarters, but this was not recovered. In the face of this overwhelming proof the prisoner did not have the audacity to deny the charge and he was sent to gaol for six months with hard labour. P.-C. Cameron well deserved the compliment paid to him by His Worship.

Messrs. S. W. Royse & Co. in their report dated Manchester, July 24th, say:—Business in pig iron was moving well and the outlook good, but the dispute in the engineering industry has had a most depressing effect, and has in fact almost entirely stopped business. Transactions are latterly few and small, and for spot delivery only, buyers naturally not caring to do much in the uncertainty as to the duration of the dispute. Since the beginning of this month prices of Scotch and Cleveland Iron are lower by 1s. 6d. per ton, and Middlesbrough Hematite by 3s. 9d. per ton. Shipments of Pig Iron show well, the quantity shipped from Middlesbrough between January 1st and July 15th last, being some 95,000 tons more than during the corresponding period of 1896. In the Manufactured Iron trade in the Midlands matters have been moving fairly well, and a good amount of new business transacted. Large supplies of copper have been coming forward, and stocks have increased during the last few weeks, and price has fallen some 25s. per ton during this month, but is now steady. Tin also is some 20s. lower, and is easy. Spelter has lost a little but is now firmer. Lead has improved slightly and is firm.

For an instance of downright impudence commend us to a case heard at the Supreme Court yesterday in which a houseboy sued his master for a month's wages in lieu of notice. The defendant was Mr. Carlsen, supervisor of the Telegraph Companies, and he explained that one morning at the beginning of last month he missed two $5 notes from his dressing table. He asked the boy to account for the missing notes, but of course the varlet knew nothing about the matter until he was threatened with the Police, when he fished the money from a pair of boots. Mr. Carlsen took no notice of this little incident, but on the 23rd August he purposely left a wallet containing a $1 note on his dressing table. He went out and on returning found the letter case there, but the dollar note was absent. The boy again assured his master that he knew nothing about the matter but, curiously enough, the servant "found" the note some time afterwards on the dressing table. He was then discharged at a moment's notice. Yesterday he had the impudence to sue his employer for $8, a month's wages. Mr. Justice Wise told the complainant he ought to consider himself lucky he was not serving six months' imprisonment. The case was dismissed.

The following notice of the Hon. E. H. May and the gambling scandal appears in *Colonies and India*:—The discovery of what will be known now as the Hongkong gambling scandals will not surprise those who have been in touch with the Colony lately, as many curious rumours have been in the air for some little time past. The Chinese are born gamblers, and Hongkong, being a rich place, has naturally attracted a goodly number of the smarter members of the gambling fraternity from Canton, Macao, and other places on the mainland. Captain May, whose shrewdness appears to have exposed the affair, is a distinguished member of the Colonial Civil Service, being a man of great ability, and energetic and thorough in his habits. Captain May was educated at Harrow and Trinity College, Dublin, and is a prizeman in classics and modern languages. He is 37 years of age, and a son of the late Right Hon. George Augustus Chichester May, Lord Chief Justice of Ireland. After a competitive examination he was appointed to a Hongkong cadetship sixteen years ago, and, after holding various important posts, he became Assistant Colonial Secretary in that Colony in 1891. He has been private secretary to various Governors and Acting Governors in the Colony, is a member of the Legislative Council of Hongkong, and Vice-President of the Local Sanitary Board, an important and onerous post especially in time of plague, as occurred a short time ago, and in which Captain May greatly distinguished himself by his active initiative and general thoughtfulness. The principal post which he now holds—in the exercise of the duties in which has just unearthed what appears to be a big scandal, even for the Far East—is that of Captain-Superintendent of Police. Captain May is married to a daughter of Lieutenant-General George Digby Barker, who was Governor of Ceylon from 1890 to 1895, and for a time acted as Governor of the Colony.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 1st September, 1897.

INDIAN FINANCE.

The Secretary of State announces that the biddings for Council bills will be suspended for not less than ten weeks.

THE NORTH WEST FRONTIER.

The delay of a big expedition to the Afridi country is owing to the Secretary of State's sanction not having been received. Considerable unrest is apparent in Beluchistan and troubles are feared. The Afridis still hold the Khyber pass, whilst the Orakzais threaten Kohat. Tochi and Malakand are quiet.

GREECE AND THE POWERS.

The Greek reply satisfies the Powers except Germany, whose views are not known.

THE "GLENGYLE" COLLISION.

The *Times* publishes a letter from Mr. Cook, the Secretary of the British Chamber of shipping, vehemently denouncing fifteen British men-of-war for ignoring the *Glengyle's* danger.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held at the offices yesterday afternoon. Dr. Atkinson (Principal Civil Medical Officer) presided and there were also present—Hon. F. H. May (Captain Superintendent of Police), Hon. W. Chatham (Acting Director of Public Works), Dr. Clark (Medical Officer of Health), and Mr. H. McCallum (Secretary).

MINUTES.

The minutes of the previous meeting were read and confirmed.

THE BY-LAW RELATING TO PRIVATE STREETS.

The MEDICAL OFFICER OF HEALTH moved—"That the Sanitary Board desires to invite the attention of the Government to the circumstance that a by-law relating to the obstruction of private streets was made by the Board on the 17th of December, 1896; but failed to receive the approval of the Legislative Council. This bye-law was subsequently referred, by the Government, to the Insanitary Properties Commission and certain amendments, suggested by that Commission, were adopted by the Board, and a new by-law was made on June 17th, 1897, but has not yet received the approval of the Legislative Council. The Board is of the opinion that the matter is one of vital importance to the sanitary condition of the colony and especially the City of Victoria, and urges upon the Government the desirability of the bye-law being approved by the Legislative Council at as early a date as possible." The mover said he need not show the necessity for the speedy enactment of this by-law, as both the Sanitary Board and the Insanitary Properties Commission were convinced of the necessity.

The PRESIDENT seconded and said he was sure every one would agree that it was very desirable that the bye-law should be made as soon as possible.

Carried.

BUBONIC PLAGUE IN BOMBAY.

The official report from Bombay showed that from the 19th July to the 3rd August there were 49 cases of bubonic plague in that city, 39 of them proving fatal.

NO PLAGUE EPIDEMIC AT AMOY.

A letter, dated 23rd August, was read from H.B.M.'s Consul at Amoy, who said that the medical officers there had stated that in their opinion bubonic plague had ceased to be epidemic at Amoy and existed only in sporadic form. He had also interviewed the Commissioner of Customs, who said that the interior was free from plague and also Amoy city. It did exist, however, at a spot to the north of the city, where, according to information gained from Chinese sources, some seven or eight deaths occurred daily. The medical report stated that for the three weeks ending August 26th there had been a marked decrease in the number of cases of plague. A telegram was also received from Amoy, dated 30th ult., to the effect that the medical officers at Amoy had reported that bubonic plague had finished there.

MORTALITY STATISTICS.

For the week ended 21st August the death rate was 19.6 as against 18.6 for the corresponding period of last year. For the week ended 28th August the rate was 14.1 as against 16.2 for the corresponding period of last year.

ADJOURNMENT.

The Board adjourned until Thursday week.

THE GRIEVANCE AGAINST THE POST OFFICE.

There are two sides to most questions. Two letters have recently appeared in our columns complaining that no change was kept at the Post Office and that inconvenience had therefore followed. The writer of the first letter said he sent his coolie to the Post Office with a package and a $5 note to buy the necessary stamp. The coolie returned with the note saying that the Post Office people could not give him change, and the package was also returned. We called at the Post Office yesterday and the Postmaster-General questioned the shroff about the matter. The shroff's version, if true, entirely exonerates the Post Office officials. He said that he offered change to the coolie, who replied that he did not understand whether the change was right and therefore he refused to take it. As for the second letter, the writer of which said the shroff told him he had no change for half a dollar and turned an empty tin box upside down to verify his statement, the shroff explained to Hon. A. M. Thomson that no such incident occurred so far as he was aware. He always kept small change at the counter and had never refused it to customers.

V. R. C. AQUATIC SPORTS.

The annual aquatic sports promoted by the Victoria Recreation Club were commenced yesterday. There was a very large attendance of members and the sport was exceedingly good. Among those present were Hon. J. H. Stewart Lockhart (Colonial Secretary), Commodore Holland, A.D.C., and Commander W. C. H. Hastings. The sports will be resumed this afternoon, when the championship of the colony will be the principal event. The band of the West Yorkshire Regiment will also be in attendance. The following are the results of yesterday's events:—

PLUNGING.—Two Prizes.

R. Lapsley, 38 ft. 9 in.	1
J. M. E. de Carvalho	2
F. M. Roza Pereira	3

A. A. Alves, F. W. White, and G. T. Crook also competed.

MEMBERS' RACE, 2 Lengths. (Scratch). Two Prizes.

A. A. Alves	1
R. Lapsley	2

J. M. E. de Carvalho and F. W. White also competed. Alves and Lapsley made a most exciting race of it, Alves getting home by a touch. Time—59 secs.

WATER POLO.—Teams of Seven.

Royal Artillery beat V.R.C. by four goals to one.

RUNNING HEADER FROM SPRING BOARD.—Two Prizes.

J. M. E. de Carvalho	1
A. A. Alves	2

R. F. Lammert and F. W. White also competed.

SWIM UNDER WATER.—(Two prizes). The distance is calculated to the point where the water is first broken by any part of the body.

J. M. E. de Carvalho	1
N. A. Gonsalves	2

F. M. Roza Pereira, R. Lapsley, W. W. Toller, T. Meek, and H. S. Gomes, Jr., also competed.

MEMBERS' RACE, (over 30 years of age).—Two lengths. (Handicap). Two prizes.

T. Meek	1
G. Mollison	2

M. McIver and G. L. Duncan also competed. The winner gave Mollison 5 secs., Duncan 8 secs., and McIver 10 secs., and won easily. Time—1 min. 20 secs.

CLOTHES RACE.—Two Lengths.

A. A. Alves	1
J. M. E. de Carvalho	2

R. Lapsley and F. W. White also competed. Time—54 secs.

V. R. C. beat the West Yorkshire Regiment after a very fine struggle by three goals to two.

MACAO.

[FROM OUR CORRESPONDENT.]

MACAO, 2nd September.

The particulars of the attempted escape of nine prisoners from the Public Gaol on Friday last you have already published. The men were all under sentence to be deported to Africa. Such frequent attempts at escape, some of which have proved successful, though happily the present one was frustrated, show that both the Public Gaol and the Monte Fort Gaol are unsuitable for the purpose, and a new and properly constructed gaol ought to have been provided long ago.

It is rare for a Chinaman to cut off his queue, but last Sunday the Chief Justice and the Attorney-General visited the gaol and what was their surprise on finding all the prisoners without queues. Enquiries were made as to the reason, but no explanation was forthcoming. It is supposed that they had sworn brotherhood and that the cutting of the tails was part of the bond. As this took place on the night after the attempt of the nine prisoners to escape no doubt it had some connection with that affair. It shows that severe discipline is required and that the present lax system is attended with grave danger. Some of the men in gaol are better off than they would be in their own homes. The Government spends large sums of money every year to maintain these gentry and they are not required to give any useful labour in return. This is not the way that men who have committed crimes should be treated.

On Monday last a Chinese woman employed at the house of a Chinaman named Lucau was stabbed in the street by her husband. Some time ago the husband was left without employment and the woman then obtained a situation and on the small pay she got supported her husband and herself. A week ago the man again found work and did not wish his wife to continue any longer in Lucau's service. He asked her to return home but she declined. The man then said that if she did not come he would kill her. She thought he was joking and took no notice, but on Monday last he saw her and again asked her to come back, and on her refusal he drew a razor and inflicted a severe cut under the right ribs. The woman was removed to the Civil Hospital. The man up to the present has not been arrested.

O Independente is to be published on Sunday next. Mr. Jozé da Silva is the chief editor. The reappearance of this newspaper will supply many people here with the means of defending themselves against the criticisms published in the other papers, and I must congratulate Mr. da Silva on having conceived the idea of opening another channel of public discussion.

Three steps have now been placed in the Travessa do P. Narciso to prevent the passage of jinrickshas. What is now required is to order a door to be placed there, because foot-passengers going through the street at night might also disturb the slumber of the inhabitants. Or better still, a member of the Leal Senado might go on guard there every evening.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

Two weeks ago a great fight broke out between two clans named Chan and Ko, in Lukfung district, in the prefecture of Waichow, and great slaughter took place. Over fifty men belonging to the clan of Ko were killed. This clan reported the case to the Lukfung Magistrate, who went in person with a number of police to stop the fight and compel the people of Chan to surrender all the murderers, but the clan not only disregarded the command of the Magistrate, but fired at the police and prevented their approaching the village. The Magistrate telegraphed to Canton for assistance. Last week Colonel Cheng Yun-tsai with a large force was sent to the district in question. It is said arrangements have been made by the Colonel with the combatants to square the thing.

Heavy rains have been reported in the district of Shinhing and most of the new crops have been badly damaged. The Toatai, the Prefect, and the local Magistrate prayed for fine weather some days ago and the slaughter of cattle was prohibited.

The two examiners appointed by the Peking Government for the examination for the degree of Ku-yen in Canton arrived on the 28th ultimo and on the 2nd instant they removed to the Examination Hall. The examination is to commence on the 5th instant and will be ended on the 10th instant.

The Lekin Office has issued a notice prohibiting the exportation of rice from Canton. It was to come into force on the 23rd ultimo. If the regulation is violated the smuggled rice will be confiscated and the offender is to be severely dealt with.

The Commissioner of Customs has issued a notice giving warning to the letter-carriers who have been reported to smuggle letters. They are warned that if they are discovered smuggling letters in future their licences will be withdrawn.

A woman was brought before the Provincial Judge the other day for murder. The charge was that she one day, after a quarrel with her husband, put some poison into the food, which caused the death of her grandfather, who had taken the food. Her husband, who had also taken the poisoned food, recovered. She pleaded guilty, but as she is pregnant she is not to be executed till she has given birth to her child, which event, it is said, will take place in three or four months. She is now locked up in the Namhoi prison.

THE SEARCH FOR SURVIVORS OF THE "ADEN."

THE EXPEDITION TO SOCOTRA.

As we have already announced, the P. and O. Company's steamer *Rohilla*, Commander F. Cole, arrived in Bombay on the 5th August from Aden, after having conducted an extensive but unsuccessful search for the remainder of the passengers and crew of the wrecked steamer *Aden*. The *Rohilla* left Bombay on June 25, and after sailing round the island of Socotra, without discovering any traces of the lost boats, proceeded to Aden, which was reached on July 4. Preparations were immediately made for a land expedition along the Socotran Coast, and the necessary tents and equipment having been secured, together with two interpreters, the vessel left Aden again two days later, and arrived at Dalisha Bay, Socotra, on Thursday, July 8. The expedition was landed, and during its absence in the interior the *Rohilla* went to the Kooria Mooria Islands, though no traces of the missing boats were discovered there. On June 14 the *Rohilla* returned once more to Delisha Bay, and three days later the expedition returned to this spot and re-embarked, having completely failed in the object of its search.

Dr. R. Henry, the surgeon of the *Rohilla*, who formed one of the search-party, was interviewed by a Bombay Press representative, and gave an interesting account of the journey. He said:—"On the day we arrived at Delisha Bay the chief officer went ashore, and tramped seven miles to Temarido, the capital of the island, to see the Sultan's deputy and obtain camels. He had a very rough journey over difficult ground, and was so knocked up by the heat that he was unable to start with the expedition next day as had been originally intended. He succeeded, however, in arranging for a supply of camels. The next day the members of the search party landed. The expedition included the Second Officer, Mr. H. R. Hatherington, the supernumerary Second Officer, Mr. Cockson, the Third Officer, Mr. Rugg, and myself, together with an interpreter. We took with us Mousse Malak, the Captain's servant, who proved a most useful man, and we also had a couple of native guides. There was some delay at the start owing to the difficulty of getting the camels together. The intense heat, too, was extremely trying, so we waited until it became cooler and then set out on our march. We made rather an imposing caravan for we had fourteen camels and four donkeys and each animal had its own particular driver. At first we could not follow the coast, because the hills ran down sheer into the sea, and it was impossible to make our way along their base. Accordingly we struck inland and camped for the night at a place called Khor Delisha where we found good water.

"Our first camp was not at all cheerful, for during the night the wind was so violent that all the tents were blown over and had to be repitched. We got very little rest, and turned out at 5 o'clock on the Saturday morning for a fresh start. We worked back that day to the coast, and made our way along the shore to a little cove by the beach, where we camped again. During our march on Sunday we had a difficulty with the camel drivers. They objected to the pace we were going, and threatened to desert us if we did not slacken our pace. Of course we were completely at their mercy, and were compelled to slacken our speed, or else, as they would have gone back to Tamarida, Sunday's journey was very trying, the country being strange. That night we camped in a cave by a stream which is not marked on the chart.

"We were off again at five on Monday, and had the worst day's march that we experienced during the whole expedition. The path was frightfully rough, just a track, in fact, and it could only be traced by the fact that along its line the stones were slightly beaten down. The whole of the country in this neighbourhood was absolutely barren, the only signs of vegetation being a few stunted shrubs whose names I do not know, but they looked exactly like elongated mangold-wurzels crowned with a tuft of leaves. The district was almost uninhabited, and the few people we saw were living in holes in the rock with just a bit of wall built up in front of them. There seem to be no properly built houses in Socotra, except at Tamarida. It looks very much as though there had been an earthquake at some time or other at the eastern end of Socotra, for the hills slope steeply down towards the sea, and at their base are gigantic masses of broken, crumbling volcanic rock. I have said that this was the worst day we had. Our troubles were largely due to the wind, which was so strong that we could not ride the camels. Indeed, it was with great difficulty that pedestrians kept their feet, and one Soudee boy was blown over three times in rapid succession. The wind blew in clouds of foam from the sea, and the water fell on us like showers of rain. We were greatly relieved when we reached at nightfall Ras E'Darasse, at the eastern extremity of the island.

"Most of the villages about here we found deserted, as the people quit their homes during the prevalence of the South-West monsoon. Inquiries were made, however, and we ascertained that the remains of the wrecked *Aden* had that morning disappeared from the reef upon which she struck. It was about mid-day on Monday when we reached the scene of the wreck, and the expedition proceeded on its way, whilst Mr. Hatherington, accompanied by one of the guides, carefully searched the coast to see if any wreckage or trace of the lost ship could be found. Absolutely nothing resulted from his efforts, and the only feature which attracted his notice was the tremendous sea which was running at the time. Mr. Hatherington accordingly rejoined the expedition which he overtook about five o'clock, but a halt was not made that evening until nearly seven, some twenty miles having been covered over a terribly rough and stony track since morning. It was a bleak and desolate camping ground, too, which received us after our heavy day's work, nothing but a dead mass of rock, unrelieved by a single sign of vegetation.

"By this time we had done everything which lay in our power. The natives informed us that it was impossible to get round the south coast of the island at this time of the year either on camels or on foot. Any tidings of wrecks or wreckage, we were informed, were at once reported to the Sultan or his representative. Moreover, to have thoroughly searched that portion of the island would have occupied several weeks, and the time at our disposal was limited, as we were due back on the *Rohilla*. It was accordingly decided to return to Tamarida.

"On Tuesday, then, we began to retrace our steps, following the route we had previously taken until we camped that evening at our old ground by the unchanted stream. Our return journey was uneventful, but for the fact that the members of the expedition suffered greatly from thirst and the intense heat of the sun. Wednesday evening saw us at Kisot, where we found very good water, and Thursday evening at Kadia. On Friday we were back at Tamarida. The Sultan, however, who, is a pensioner of the Indian Government, had left the island, as is his custom during the south-west monsoon, and a Nubian was acting as his deputy. Here we slept under the palm trees, and when we turned in it was so calm that we lighted candles in the open air—a delightful experience after our struggles with the terrible wind. But soon the blast was on us again and literally tore our blankets off us.

"At Tamarida we learnt that the *Rohilla* was at Delisha Bay, as it was too rough to come round to Tamarida. On Saturday morning, therefore, we were *en route* for Delisha, and soon we were all safe on board.

Dr. Henry says he would not have missed the journey on any account because such an opportunity of becoming acquainted with the interior of so little known an island does not occur twice.

SCIENTIFIC MISCELLANY.

In his latest observations, just communicated to the Berlin Academy, Prof. Roentgen finds that the X rays emanate from the irradiated air in all directions, so that if they were visible the appearance would be that of a room filled with smoke and lighted up by a candle. When a plate impervious to the rays is placed in front of a fluorescent screen, the barium platinocyanide still remains luminous, but the luminescence disappears when the screen is surrounded by a thin cylinder of lead. The observation that the rays may be made visible, presumably by causing fluorescence of the retina, is confirmed. Our present knowledge of X rays may be summed up by saying that the rays from a discharging apparatus are a mixture varying in absorbability and intensity, that the composition depends chiefly on the duration of the discharging current, that different bodies absorb different kinds of rays, and that the X rays produced by the cathode rays and the phenomena of both are probably of the same nature.

The experiment of producing light from household refuse, now being tried for the first time at Shoreditch, a London suburb, will be watched with interest by the civilized world. The refuse is burned in twelve destructor cells, each having a grate area of 25 square feet, and each pair heating a water-tube boiler, which works at a pressure of 200 pounds. Suitable engines use the steam for driving three high and three low-tension electric generators. The destructors are operated throughout the 24 hours, but, as the power is chiefly required for light, heat is stored by day by warming water to feed the boilers at night. The destructors are designed to burn 20,000 tons of refuse per annum. It is estimated that this will furnish electric light and power and warm baths for the 124,000 inhabitants of Shoreditch.

The Araxes river, in Transcaucasia, has shifted to its ancient bed and now flows directly into the Caspian Sea, instead of into the Kura at a point 60 miles from the latter's mouth.

The idea that the moon has an appreciable action upon earthquakes and the weather has been maintained for a quarter of a century by M. de Parville, the French physicist, who notes that the scientific world is now beginning to recognize such effects. Concerning the much-discussed question of the influence of the moon upon vegetation, M. de Parville says: "If we must speak with a certain reserve of the lunar influence on tree-growth, we should add that no one has shown that such influence does not exist. M. Rousset, in his critical study, calls to mind an experiment that I made a long time ago in the Tropics, by planting side by side ten seeds in the wane of the moon and ten others at full moon. The plants sowed at new moon grew noticeably more rapidly than those at full moon. I explained this phenomenon by saying that the first appeared just in time to profit by the moon's light, while the others, after germination, were not exposed so long to the lunar rays. The hypothesis may be good, but perhaps it does not correspond to the reality. Nevertheless, it is confirmed by an observation of M. Carbonnier, who has, on his part, shown that at full moon conferroid and cryptogamic vegetation is more active than in other lunar periods. However this may be, the arguments presented against the lunar influence are insufficient to reverse the popular prejudice."

Since the beginning of May, a new system of reckoning the hours has been in force in Belgium, noon being represented by 12, and midnight by 24 or 0, according to circumstances. A train starting exactly at midnight is said to leave at 0 hour, and one arriving at that time is considered due at 24 o'clock. The dials of existing clocks at railway stations have been adapted to the new system by placing the numbers 13 to 24 under the 1 to 12.

Painful wounds frequently result from pricking the fingers with a pen. An examination of 67 samples of school in

think, however, that it would suffice if, as has been suggested, they were relieved from all such gratification, but required to state the fact in cases where they are the actual manufacturers.

"Some manufacturers complain that while the Act has been beneficial by preventing foreign goods from being sold as British in this country, such goods are still exported direct to other countries bearing British trademarks or indications of British origin. The committee recommend that no opportunity should be lost of inducing foreign Governments to legislate on the lines of the Merchandise Marks Act and in the spirit of the Industrial Property Convention.

"On behalf of the watchmaking trade it has been represented that the marks of foreign origin placed upon watch cases ought to be required in equally visible letters upon the dome or other portion of the watch itself, inasmuch as the interior part of a watch is often made abroad but imported in order to be placed in a British made case, and then sold as of home manufacture. The committee think that the demand is reasonable.

"They do not recommend any other extension of the existing Acts. Some witnesses have urged that articles of foreign manufacture which are made to imitate popular British patterns or which have been found to compete successfully with home products should be required to be marked as of foreign origin. The committee do not suppose that Parliament would readily adopt a measure so far beyond the purposes of recent legislation, but it might become expedient to do so, if foreign Governments should persist in neglecting the duty of protecting trade marks from piracy.

The committee, having received much evidence of the advertisement of the merchandise and products of foreign countries, owing to the present requirement of the specification of the particular country of origin, and of the disadvantage caused to British merchants and dealers by the consequent disclosure of trade secrets, and the loss to and discouragement of British business enterprise, are of opinion that the primary objects of the Act, viz., the protection of British manufacturers and purchasers against fraud by the sale of foreign merchandise as British, would be substantially gained and British trade enterprise (especially in the very needful increase of British commercial travellers and agents abroad and in the colonies) improved by substituting for the specification of the country of origin the words 'made abroad.'

"These words would have the effect of putting the purchaser on his guard and of bringing home to his mind that the goods were not of British origin, while it is not right to fix British taxpayers with the cost of protecting the individual purchaser against possible deception as to the exact country of origin other than the United Kingdom and her colonies and dependencies.

"The committee have been deprived of the valuable assistance in framing their report of the Right Hon. A. J. Mundella, who was seized by fatal illness when they were on the point of meeting for that purpose.

"Mr. Mundella took a constant part in their inquiry, and the committee have much reason to regret the absence from their final deliberations of one who had been from the first associated with the legislation under their consideration, and who was specially qualified to express an opinion in regard to its working.

"Memorials have been addressed to the committee by a large number of companies and firms of shipowners representing that the cost of the examination of merchandise by the Customs for revenue purposes, which at present falls upon the importers, ought in fairness to be borne by the public, especially in view of the large subsidies, bounties, and special facilities given by foreign Governments for the encouragement of seaborne trade, which impose severe disadvantages of competition upon British shipowners, who receive no similar assistance.

"Evidence of the facts thus alleged has been furnished to the committee, but, as the relief prayed for does not come within their order of reference, they do not make any recommendation regarding it, but have printed the memorials for the consideration of the Government departments concerned."

On the motion that the report as amended be adopted as the report of the committee there was a tie—Mr. Howard, Mr. Legh, and Mr. Murray voting for the resolution, and Sir Charles Cayzer, Mr. C. H. Wilson, and Mr. J. Samuel against it. Thereupon the chairman gave his casting vote with the "Ayes." In a memorandum explaining the grounds for their dissent the minority say: "We regret that we are unable to support in its entirety the report of the committee, the first paragraph of which states that the committee are satisfied that the operation of the Merchandise Marks Act of 1887 has been 'on the whole beneficial.' We consider that this statement is not borne out by the evidence given before the committee and that the operation of the Act has not been beneficial to the trade of this country. The report also states that 'the transit trade has not kept pace with the expansion of the export trade of this country if it has not declined.' In our opinion the evidence clearly proves that the working of the Act has been disastrous to the transit trade, which it has in many cases almost destroyed. The examination of goods in transit has caused a large transfer of trade to foreigners, thereby greatly assisting the establishment of foreign lines of steamers to India and the Colonies to the detriment of British interests. The marking of goods with the name of the country of origin we consider has been most prejudicial to British traders, and this is supported by the evidence given to the committee. It has been a gratuitous advertisement for foreign goods, and thereby has greatly assisted our foreign competitors. It is a fatal mistake to assume that foreign manufactures and goods cannot compete with British goods, and we believe that the consumer, generally speaking, buys the article that suits him best, having regard to price, quite irrespective of the country of origin."

THE AUSTRALIAN SUGAR INDUSTRY.

We have just come across some interesting details regarding the cultivation of sugar in Australia. The growth of cane and the manufacture of sugar are looked upon as important industries in both Queensland and New South Wales; but whilst the climate of the former colony renders the employment of white labour in the field almost impossible, the plantations of the latter are worked, as a rule, without the assistance of coloured labour. The Queensland planters usually combine the functions of cane growers and sugar manufacturers, but in New South Wales, where the numerous holdings are as a rule small in area, the cane is purchased from the planters by a sugar refining company, whose various crushing mills and refinery are fitted with machinery of the most modern character. Whilst in 1864 the area under cane was only 118 acres in the two Colonies, 30 years later there was 104,727 acres so planted. The production now amounts to about 115,000 tons. This, however, is insufficient for the requirements of home consumption, and so about 156,000 tons are imported of a value of close upon two million pounds sterling. The countries which export sugar to Australia are Mauritius, Fiji, Java, and Hongkong.

The question of the cultivation of beet is engaging attention more especially in Victoria, which Colony imports all its sugar. As recently as last year the Victorian Parliament passed an Act empowering the Government to assist in the establishment of the sugar-beet industry by granting loans to duly registered public companies which might be formed for the purpose of erecting mills and equipping them with the necessary machinery and plant for the extraction of sugar from the roots. The company applying for aid must satisfy the Treasurer of the Colony that there is an area of not less than 10,000 acres which is suited to the growth of sugar beet, situated within a radius of 10 miles of the site of the proposed factory; that it has contracted with the owner or occupier of this land that an aggregate area of not less than 2,000 acres shall be devoted to the growth of beets for a period of three years; that the proposed works will be of a capacity sufficient to allow of the treatment of not less than an average of 300 tons of roots a day; that for a period of three years from the date of commencing manufacturing operations it will keep the works going to the full extent of their average capacity; and that it will not employ Asiatic labour, nor other coloured labourers, born outside of Australasia. If the Treasurer is satisfied that these conditions are likely to be fulfilled, and that the company has paid up capital of not less than 20,000*l.*, he is authorised to advance to the company a sum not exceeding twice the amount raised by subscription. The question of the cultivation of beet is also receiving encouragement in Victoria at the hands of the Victorian Government in growers of beet in that colony.—*Colonies and India.*

THE AUSTRALIAN MAIL.

The following telegrams are from Australian papers received by the E. & A. steamer *Mongolia*:—

INTENSE HEAT IN ENGLAND.

London, 5th August.

Intense heat prevails in England. Many cases of sunstroke have occurred.

"THE INCOMPETENCY OF THE POWERS."

London, 5th August.

Djevad Pasha, who was recently sent by the Sultan to Crete, has informed the Porte that the anarchy in the island is owing to the incompetence of the Powers and the ignorance of the foreign Admirals in Cretan waters. Djevad promises to crush the rebellion and conciliate the whole of the population if supplied with munitions and additional soldiers.

ENGLISH LABOUR, FOREIGN COMPETITION, AND THE EIGHT HOURS DAY.

London, 5th August.

The Federation of Employers in London has issued a manifesto to the workmen, in which they state that it is idle to treat foreign competition simply as a figment with wages at Hamburg at 24s. for a week of 59½ hours, against 38s. in London for a week of 54 hours.

London, 7th August.

The Employers' Federation decline to confer with the Federated Trades on the gradual or immediate reduction of hours. The Society of Engineers has declared that there is no prospect of an early appeal to the Board of Trade to intervene. The London County Council has conceded the eight hours.

THE QUEEN'S REPLY TO WOMEN OF THE BRITISH RACE.

London, 6th August.

The Queen, replying to addresses of congratulation from women of the British race, expresses confidence that they will continue to zealously and faithfully exercise their powerful influence on the welfare of her people.

COST OF THE COLONIAL PREMIERS' VISIT.

London, 6th August.

The cost of the hotel accommodation provided for the colonial Premiers at the Hotel Cecil during their visit to London is over £7,000.

THE NEW HEBRIDES CONVENTION.

London, 6th August.

In the House of Commons last night, Mr. G. N. Curzon, Under Secretary for Foreign Affairs, said it was not intended by Great Britain to discontinue the New Hebrides Convention.

ANTARCTIC EXPEDITION.

London, 6th August.

A sum of 60,000 francs has been voted by the Belgian Government towards the fitting out of M. Gerlache's expedition to the Antarctic.

TRAFFIC FACILITIES AT BRINDISI.

London, 6th August.

The Italian authorities are erecting a new quay at Brindisi, with the object of facilitating the passenger traffic in connection with the P. and O. Company's mail steamers. They hope to be able to accelerate the mail service between London and Brindisi, and to improve the arrangements in connection with the calling of the mail steamers at Brindisi.

RELEASE OF A CAPTIVE CHIEF.

London, 8th August.

Mr. Chamberlain, the Secretary of State for the Colonies, has released Dinijulu, who was accorded authority as a first-class induna in the district of Zululand.

DISASTROUS EXPLOSION.

London, 8th August.

A cartridge depot at Lutschesk exploded, and 52 persons were killed and 61 injured.

NEW GRAVING DOCK.

London, 8th August.

Britain is considering a proposal to construct a graving dock at Simon's Town, Cape Colony, at a cost of two and a half millions.

THE GERMAN SUGAR TRADE.

London, 8th August.

Germany has strongly protested against America imposing an additional duty bounty on red sugar.

THE NEW SOUTH WALES MOUNTED RIFLES.

London, 8th August.

The New South Wales Mounted Rifle team, after a month's training at Aldershot, will be attached to the Carbineers. They proceeded to Kensington Barracks, and will visit the manufacturing centres of the Midlands and the North.

GERMANY AND SAMOA.

London, 9th August.

The German Press are urging the immediate assumption of the control of Samoa.

A NEWSPAPER OFFICE BURNED DOWN.

London, 9th August.

The "Star" printing office at Sydney has been completely burned down; friendly offices are printing the paper for the proprietors.

SENOR CANOVAS' WIDOW.

London, 16th August.

Spain has pensioned the widow of its late Premier.

PROFESSOR KOCH.

London, 16th August.

Professor Koch is revisiting the Cape to experiment on inoculation for rinderpest.

THE AMERICAN WHEAT CROP.

London, 16th August.

Immense wheat crops are reported in Canada and the States.

OBITUARY.

London, 19th August.

Sir William Jervois is dead.

FRENCH CAPITAL AND RUSSIAN SHIPBUILDING.

London, 19th August.

French Capitalists are starting Russian naval shipbuilding.

POISONED BY AUSTRALIAN MUTTON.

London, 19th August.

Five deaths are reported in Staffordshire from eating Australian mutton. The coroner's jury have decided on a verdict of ptomaine poisoning.

OLLA PODRIDA.

Loyalty will sometimes induce strange sacrifices. If we are to believe a serious contemporary, there was an M.P. at the Windsor garden party whose devotion to the Crown carried him far. When the servants handed round gold-tipped cigarettes, this legislator took one and essayed to light it. His wife, standing by, reproved him with connubial solicitude and candour. "You know, dear," she said, "you never can smoke without being very sick." But the M.P. was not to be deterred. "If my Queen," he nobly answered, "invites me to smoke, I *will* smoke, cost what it may." The name of the loyal senator has not been recorded, nor his subsequent proceedings on that eventful afternoon. We hope his wife got him home safely. To a non-smoker, even a mild cigarette, taken under a hot sun, and after teas and champagne cup, has been known to have disastrous results. But the memory of this devoted subject should be cherished. There are many men who would sooner die for their Queen than be publicly sick in her service.

An accident occurred a short time ago to a parafflus induction coil which was sufficiently unique as well as ludicrous to be worth relating. The story is told as follows in the American *Electrician*:—The induction coil had just been completed, and its performance was all that could be desired, when a prospective buyer of apparatus appeared on the scene. On being shown the new coil and its performance he declared himself suspicious of "these electric fixins," for "they're no telling when they mought blow up." The builders of the coil, in their superior knowledge of its construction, laboriously explained that such was an impossibility, and it may safely be said that their opinion would be confirmed by any electrical expert. Nevertheless, while the explanation of the impossibility of such a catastrophe was at its height, the coil did blow up with a rattling report, and the whole construction was shattered. The utter amazement of the electrical experts and the triumphant delight of the rural delegate at this unexpected demonstration of his assertions can better be imagined than described, and for the dignity of electrical science we will leave this phase of the picture and pass to the cause of the accident. On examination of the coil the cause of the explosion seemed to be a large cavity or blow hole in the paraffine, and as this cavity was the size of an egg or larger, the analysis was easy. This hole had become filled with a mixture of hydrogen and oxygen, which gas is well known for its explosive properties. A spark penetrating the chamber did the rest. Of course, all enthusiasm was lost on the rural gentleman, whose triumph overshadowed all else, and he left declaring that they knew that they did, and as for the engineers themselves, they began to be of the same opinion.—*Cassier's Magazine.*

"King Cetewayo was a man—that is to say, a Zulu King—and only another of your kind, sir, can realize the mere fact that he was a king. He was fortunately for his people, his own personal charm and character for courage superior to those of any of his subjects. He is the best looking and most dignified man in the land, and possesses a manner charming in its mixture of royal dignity and cheerful kindliness. He takes a keen interest in the doings of his friends, and always knows exactly the most appropriate word with which to greet friends and strangers alike on every possible occasion. At state functions he moves amongst the assembled Europeans with a word ready for every one he knows and on inquiry as to those whose faces are now to him. He never forgets any one that he has once been introduced to. In his boyhood he did not live surrounded with that pomp and ceremony that has now rendered his Court an imitation of those of Europe. In those earlier days, many of the European residents of Bangkok were known to him very intimately. Some of them have since fallen low in the social scale, but invitations reach them on every festive occasion, and the King never fails to make his way through the throng of Ambassadors and Consuls to the outer edges of the assembled visitors in order that he may shake hands and chat with some of the less important people that he knew in the days of his boyhood."

Dr. Nils Ekholm, who accompanied Herr Andree to Spitzbergen last year with the intention of taking part in his aerial voyage, offers, in a letter to the Stockholm *Aftonblad*, some remarks on the prospects of the expedition based on the full details now received of Herr Andree's ascent. Herr Ekholm declined to go this year because he considered that the impermeability of the balloon was unsatisfactory. In this letter he points out that from the day the balloon was fully inflated it lost 51 cubic metres of gas every twenty-four hours, representing a diminution in carrying capacity of 56 kilograms per day. This, he says, shows that the imperviousness of the balloon had not been essentially increased since last year. Besides this daily escape, various circumstances led to a certain loss of gas in the ascent itself, necessitating a corresponding sacrifice of ballast. After making allowance for these losses of gas, and taking into consideration the fact that in the ascent part of the drag-ropes were lost and that the balloon at once rose to a height of 15,000 to 25,000 feet—which was more than had been reckoned upon—Dr. Ekholm comes to the following conclusions:—The longest time for which the balloon would remain in the air would be from twenty-two to twenty-four days, and less if mountains exceeding the height attained at the start had to be crossed. As the duration of the projected voyage may be estimated in ordinary conditions as regards wind, at twenty-four days, remarkable good fortune would be necessary for success.

New Orleans is somewhat excited over the fact that the Mississippi River is in the act of providing itself with an entirely new mouth. It is a very serious matter to New Orleans and the Mississippi Valley, and a threat to their commerce. The commercial exchanges of the Crescent City have determined to hold a conference on the subject at a very early day and will call a convention of all the valley states and ask congress to doctor up the passes or mouth of the Mississippi. In this matter the Father of Waters is not always tractable, and the United States engineers have spent years and wasted millions in trying to make the great river obey them. It is just half a century since the engineers began work at the junction of the Mississippi and the Red, and they have not carried out their purposes yet. Perhaps the most striking piece of perverseness on the part of the Mississippi has been at Vicksburg. During the war, the United States troops, with General Grant in command, did all in their power to make the river run across De Soss or Delta point and then around the Confederate fortifications at Vicksburg, but nothing could induce it to do so, and the lives of many thousand Union soldiers had to be sacrificed in carrying the Confederate stronghold. But when, after the government undertook to prevent just what it had previously attempted to do, the river reversed its action and cut across the point, leaving Vicksburg on Lake Centennial. In the matter of the passes, the river has been less active, though equally fickle. It has in all some seven or eight outlets and has changed its favourite from time to time. Two of the older passes have practically disappeared—Bayou Balize and the Passe a Cheval. What the river is doing now is creating a new outlet or pass, something of which there is no previous record. It is true that, at one time the Balize seemed the true outlet of the Mississippi, at another Passe a Loutre, or Outer Pass, afterward Southwest Pass, and to-day South Pass; but the river has heretofore been content with these favourites. Here its fancy seems to be for an entirely new one; and the new favourite is an exceedingly dangerous one to the commerce of Mississippi Valley.

SHIPPING REPORTS.

The British steamer *Kweiyang*, from Amoy 31st August, had fine weather throughout.

The British steamer *Taksang*, from Swatow 2nd Sept., had fine clear weather and smooth sea.

The British steamer *Menmuir*, from Sydney and Newcastle 9th August, Townsville 13th, Cooktown 15th, Thursday Island 17th, and Port Darwin 24th, had fresh and moderate S. and E. winds from Newcastle to Manipa Straits; thence to Basilan Straits fine variable winds; thence to Cabra N.E. winds and squally with rain; thence to Pratas light N.E. and N. winds and fine weather; thence to port moderate W.S.W. wind, smooth sea right across the China Sea. Sept. 2nd at 7 a.m., passed a white three-masted schooner, bound west.

EXPORT CARGO.

The steamer *Glenavon*, sailed on the 28th August.—For London:—150 casks soy.

A TERRIBLE COUGH.
A TERRIBLE COUGH.
A TERRIBLE COUGH.

"94, Commercial Road, Peckham, July 12.

"Dear Sir,—I am a poor hand at expressing my feelings, but I should like to thank you. Your lozenges have done wonders in relieving my terrible cough. Since I had the operation of 'Tracheotomy' (the same as the late Emperor of Germany, and unlike him, thank God, I am still alive) performed at St. Bartholomew's Hospital, no one could possibly have had a more violent cough; it was so bad at times that it quite exhausted me. The mucous, which was very copious and hard, has been softened, and I have been able to get rid of it without difficulty.—I am, sir, yours truly, J. HILL."

A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.

"Routh Park, Cardiff, South Wales, Sept. 28, 1893.

"I have, indeed, great pleasure in adding my testimony to your excellent preparation of Cough Lozenges, and I have prescribed it now for the last eight years in my hospitals and private practice, and found it of great benefit. I often suffer from Chronic Bronchitis; your Lozenge is the only remedy which gives me immediate ease. Therefore I certainly and most strongly recommend your Lozenges to the public who may suffer from Catarrh, Bronchitis, Winter Cough, or any kind of Pulmonary Irritation.—Yours truly,

"A. GABRIEL, M.D., L.R.C.P. and L.M. Edinburgh, L.R.C.S. and L.M. Edinburgh."

USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.

"IT IS 75 YEARS AGO" since KEATING'S COUGH LOZENGES were first made, and the sale is larger than ever, because they are unrivalled in their relief and cure of Winter Cough, Asthma, and Bronchitis; one alone gives relief.

UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.

Keating's Cough Lozenges, the unrivalled remedy for COUGHS, HOARSENESS, and THROAT TROUBLES, are sold in Bottles by all Chemists. [2040

DAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS, BELIANCE CROWN TARPAULING. AENHOLD, KARBERG & CO., Sole Agents. [2095

S. T. E. N. T. I. N. G.
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 4th September, 1897. [74

INSURANCE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSSEN & CO.

Hongkong, 29th May, 1895. [19

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO., Agents.

Hongkong, 16th November, 1872. [17

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phœnix Fire Office.

Hongkong, 17th August, 1887. [20

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures the following:—

£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.
£500 in case of partial total disablement by accident.
£3 per week in case of temporary disablement by accident.

Accidents insured against for £4 and £2 per annum (£1,000 in case of death by weekly payments in case of injury.)

For further Particulars apply to

J. Y. V. VERNON, Agent.

Hongkong, 8th June, 1896. [1420

THE COMMERCIAL UNION ASSURANCE CO., LIMITED.

TYPHOON INSURANCE.

THE above COMPANY are prepared to ACCEPT RISKS on Buildings against loss or damage by Typhoon at Moderate rates. For Particulars, apply to

W. H. T. DAVIS, Acting Local Manager Hongkong Branch.

No. 2, Duddell Street.
Hongkong, 5th June, 1897. [1315

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1893, £12,954,532 0s. 0d.

I. AUTHORISED CAPITAL	£3,000,000	£	s. d
SUBSCRIBED CAPITAL	2,750,000		
PAID-UP CAPITAL	687,500	0	0
II. FIRE FUNDS	2,660,850	12	0

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 12th June, 1897. [1526

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL	£2,000,000
TOTAL FUNDS AND SECURITY	£2,480,053
NET ANNUAL FIRE PREMIA	£ 757,478

Having been appointed Agents of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at current rates.

HOLLIDAY, WISE & CO., Agents.

Hongkong 9th January, 1896. [1237

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO., Agents

Hongkong, 16th May, 1892 [18

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [969

TO LET

TO LET.

DWELLING HOUSES—
HOUSES in RIPON TERRACE.
GODOWNS in BLUE BUILDING No. 29, ELGIN STREET.
FLOORS in STAUNTON and ELGIN STREETS.
No. 14, KNUTSFORD TERRACE, Kowloon.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th August, 1897. [48

TO LET.

NO. 6, DES VŒUX VILLAS, Peak, from SEPTEMBER 1st to JUNE 1st, 1898.

Apply to Captain WELMAN, Head Quarter Offices.

Hongkong, 28th August, 1897. [1977

TO LET.

MACOMER, near the L. R. C.

"WESTWARD HO" (late Shirley) BONHAM ROAD.

PEAK SIDE SOUTH, FURNISHED, from about October, 1897, to April, 1898.

LARGE GODOWN on KOWLOON PRAYA, suitable for the Storage of General Merchandize or Coal.

Apply to LINSTEAD & DAVIS.

Hongkong, 19th August, 1897. [1290

TO BE LET.

A SIX ROOMED SEMI-DETACHED HOUSE with usual servants' quarters and a one storeyed building adjoining suitable for Gymnasium, Stables, *etc.*

No. 3, "WILD DELL BUILDINGS."

Apply to HUMPHREYS ESTATE & FINANCE CO., LIMITED.

Hongkong, 28th August, 1897. [1505

TO LET.

RAVENSHILL, West, and "ERNSFOOT." Immediate possession.

Apply to VICTOR H. DEACON.

Hongkong, 28th April, 1897. [599

TO LET.

NO. 56, HOLLYWOOD ROAD.

Apply to H. M. H. NEMAZEE.

Hongkong, 3rd September, 1897. [2023

TO LET

FURNISHED, at the PEAK, the House "BANGOUR," from about the beginning of October, 1897, to the end of April, 1898. Rent

Apply to V. A. CERAL HAWKINS.

Hongkong, 3rd September, 1897. [2024

BANKS.

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL	£1,000,000
SUBSCRIBED	£ 500,000

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS.

D. GILLIES, Esq. | CHAS. KETSHAN, Esq.
J. T. LAUTS, Esq. | CHOW TUNG SHANG, Esq.
H. SPOTTISWOODE, Esq. | KWAN HOI CHUEN, Esq.

Acting Chief Manager.
GEO. MUNRO.

Interest for 12 Months Fixed ....5 %

Hongkong, 12th August, 1897. [14

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL	£1,500,000
SUBSCRIBED	£1,125,000
PAID UP	£ 562,500

BANKERS:—
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSITS:—

For 12 months	4 %
" 6 "	3½ %
" 3 "	2½ %

J. THURBURN, Manager, Hongkong.

Hongkong, 15th February, 1897. [15

THE CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP	£300,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£375,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances On Fixed Deposits for 12 months ... 4 per cent.
" " " 6 3½ "
" " " 3 2½ "

T. H. WHITEHEAD, Manager, Hongkong.

Hongkong, 3rd June, 1897. [16

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.

Hongkong, 1st August, 1895. [13

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$10,000,000
RESERVE FUND	$ 7,000,000
RESERVE LIABILITY OF PROP'TORS	$10,000,000

COURT OF DIRECTORS

ST. C. MICHAELSEN, ESQ.—Chairman.
HON. J. J. BELL-IRVING—Deputy Chairman.

C. Beurmann, Esq. | A. J. Raymond, Esq.
G. D. Böning, Esq. | R. L. Richardson, Esq.
G. B. Bodwell, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.
David Gubbay, Esq. | Gerald Slade, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, ESQ.
MANAGER:
Shanghai—J. P. WADE GARD'NER, ESQ.
LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON, Chief Manager.

Hongkong, 16th August, 1897. [12

TO LET

TO LET.

A SIX-ROOMED HOUSE, No. 20, Caine Road.

Apply to PROCURATION DES MISSIONS ETRANGERES.

Hongkong, 3rd May, 1897. [1063

TO LET.

"GREEN MOUNT," CAINE ROAD.

Apply to GILMAN & CO., Agents.

Hongkong, 27th May, 1897. [1232

TO LET.

HOUSES in CASTLE ROAD.

Apply to SPANISH PROCURATION,

Hongkong, 18th August, 1897. [1742

TO LET.

HOUSE No. 3, DES VŒUX VILLAS, PEAK.
HOUSES in BELLIOS TERRACE.
"BEACONSFIELD"—Offices now occupied by Messrs. Butterfield & Swire. Possession from 1st October, 1897.
GODOWN in DUDDELL STREET.

Apply to BELLIOS & CO.

Hongkong, 4th September, 1897. [1993

THE PEAK.

TO LET, Furnished or Unfurnished, from 1st NOVEMBER next, HILLSIDE, No. 2.

Apply to W. CHATHAM, Public Works Department.

Hongkong, 2nd September, 1897. [2013

TO LET.

BOTTOM FLOOR of House, KOWLOON.

Apply to "K.," Care of this Paper.

Hongkong, 5th August, 1897. [1799

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pedder's Hill.

Hongkong, 1st January, 1892.

PRIVATE BOARD AND RESIDENCE

Mrs. GILLANDERS.
GLENEALY BUILDINGS.

Hongkong, 9th January, 1896. [1581

A POWERFUL PLANT OF STEAM LAUNDRY MACHINERY, Makers—Manlove, Alliot & Co. and Thomas Bradford & Co. It has only been a short time in use, and has been well cared for; it is as good as new, and would be very suitable for a Public Laundry, where a large amount of washing is to be done. All this Machinery combined makes a very powerful washing plant, and is supposed to wash, dry and finish about 5,000 pieces of clothes per day. They are fitted with two of Washington Lyon's Patent Steam Disinfectors, so that whilst the washing process is going on, with a pressure of 20 lbs. of steam they produce a temperature of 260 deg., which destroys the germs of all disease and all forms of insect life, and at the same time the most delicate colours and fabrics in silk, woollen, or cotton materials are not in the least affected or damaged by this process of disinfecting and washing.

A. MCLEOD & CO.
139, Wanchai Road.

Hongkong, 2nd September, 1897. [2089

COMMERCIAL.

CLOSING QUOTATIONS.

FRIDAY, 3rd September.

EXCHANGE		
ON LONDON.—		
Telegraphic Transfer		1/9½
Bank Bills, on demand		1/9½
Bank Bills, at 30 days' sight		1/9½
Bank Bills, at 4 months' sight		1/9½
Credits, at 4 months' sight		1/9½
Documentary Bills, 4 months' sight		1/9½
ON PARIS.—		
Bank Bills, on demand		2.25
Credits, at 4 months' sight		2.29
ON GERMANY.—		
On demand		1.62
ON NEW YORK.—		
Bank Bills, on demand		43⅝
Credits, 60 days' sight		44⅛
ON BOMBAY.—		
Telegraphic Transfer		134½
Bank, on demand		135
ON CALCUTTA.—		
Telegraphic Transfer		134½
Bank, on demand		135
ON SHANGHAI.—		
Bank, at sight		3
Private, 30 days' sight		3
ON YOKOHAMA.—		
On demand		1½ % pm.
ON MANILA.—		
On demand		5½ % pm.
ON SINGAPORE.—		
On demand		1½ % pm.
SOVEREIGNS, Bank's Buying Rate		11.05
GOLD LEAF, 100 fine, per tael		50.00

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai	$125	167 ½ prem. (333.75, sale)
China & Japan, prf.	£5	nominal
Do. ordinary	£2	nominal
Do. deferred	£1	£5, buyers
Natl. Bank of China		
B. Shares	£8	$20, sellers
Fofin. Shares	£1	$20
Bell's Asbestos E. A.	£1	9, sellers
Campbell, Moore & Co.	$10	18
China Sugar	$100	$135, sales
Cotton Mills—		
Ewo	Tls. 100	Tls. 114, sellers
Hongkong	$20	$23, sellers
International	Tls. 100	Tls. 122
Laou Kung Mow	Tls. 100	Tls. 116
Soychee	Tls. 500	Tls. 585
Yalulong	Tls. 40	Tls. 42
Dairy Farm Co.	$5	$4, buyers
Fenwick & Co., Geo.	$25	$22.25 [buyers
Green Island Cement	$10	$44½ ex.N.I., b.$9½ ex.N.I., s.&b.$15
H. & C. Bakery	$50	$33, buyers
Hongkong & C. Gas	£10	$110, buyers
Hongkong Electric	$8	$9.50, buyers
H. H. L. Tramways	$100	$112, sellers
Hongkong Hotel	$50	$43½
Hongkong Ice	$25	$113, sellers
H. & K. Wharf & G.	$50	$63, sellers
Hongkong Rope	$50	$170, sales
H. & W. Dock	$125	£18 p. c. prem., [$397.50, buyer
Insurances—		
Canton	$50	$177½, sellers
China Fire	$20	$105
China Traders'	$25	$38½, buyers
Hongkong Fire	$50	$357½, sellers
North-China	£25	Tls. 200, buyers
Straits	$20	$17½, sellers
Union	$50	$235, buyers
Yangtsze	$60	$159, buyers
Land and Building—		
H. Land Investment	$50	$74½, sales
Humphreys Estate	$10	$9½, sellers
Kowloon Land & B.	$30	$19
West Point Building	$40	$22, sellers
Luzon Sugar	$100	$43, sellers
Mining—		
Charbonnages	Fcs. 500	$81, buyers
Great E. & C'donian	$5	$5, sellers
Do. Do.	$2½	$2.2½, sellers
Jelebu	$5	$2.10, sal. & buyers
New Balmoral	$1	$1.40
Do. Preference	$1	$1.00
Oliver's Mines, A.	$5	$20, sellers
Do. B.	$2½	$52
Punjom	$4	$6
Do. (Preference)	$1	$1.80, sellers
Raubs	13s. 10d.	$19
New Amoy Dock	$10	$18½, sellers
Steamship Coys.—		
China and Manila	$50	$75, sales & buyers
China Mutual Ord	£5	£21½, buyers
Do Pref.	£10	£7, buyers
Douglas S. S. Co.	$50	$46, sales
H., Canton and M.	$15	$32½, sellers
Indo-China S. N.	£10	$48, sellers
Wanchai Wareh'se Co.	$37½	$43½, sellers
Watson & Co., A. S.	$10	$12.50, sales & sel.

J. Y. V. VERNON, Broker.

OPIUM.

New Malwa (this year's)	$850	½ to 3	"
New Malwa (last year's)	$890	½ to 2½	"
Old Malwa (2/5 years)	...910	0 to 1	"
Older Malwa (6/9 yr's)	...940	0 to 1	"
New Patna	...$725	New Benares	...$727½
Persian		...$500 to	$640
Oily and Paper-wrapped		...$550 to	$690

Sales:—100 chests Patna and 60 chests Benares.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 2nd SEPTEMBER, A

NOTICE TO CONSIGNEES

STEAMSHIP "YAREA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Orégal, Memphis* and *Guadalquivir*, from Havre ex s.s. *Orégal*, and from Bordeaux ex s.s. *Ville de Dunkerque* and *Ville de Valenciennes* in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 14th September, will be subject to rent and landing charges.

All Claims must be sent in to me on or before TUESDAY, the 14th September, or they will not be recognised.

All Damaged Packages will be examined on TUESDAY, the 7th September, at 4 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 31st August, 1897. [2

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"HERTHA,"

Captain Thager, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSSEN & CO.,
Agents.

Hongkong, 31st August, 1897.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"GLAUCUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd inst.

Goods undelivered after the 11th inst., will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 11th inst.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st September, 1897. [2010

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 3rd inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside. Such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 2nd September, 1897. [2019

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"

Captain Day, will be despatched as above TO-DAY, the 4th inst., at 10 A.M.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd September, 1897. [1663

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"

Captain Mogridge, will be despatched on MONDAY, the 6th inst., at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd September, 1897. [2018

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.
MONTHLY SERVICE.

FOR NAGASAKI AND KOBE.

THE Company's Steamship

"MOJUN MARU,"

Captain W. Townsend, will be despatched for the above ports on TUESDAY, the 7th inst., at DAYLIGHT.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 1st September, 1897. [2003

AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, MASSAWA, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and South African Ports.)

THE Company's Steamship

"MARIA VALERIE,"

Captain A. Lova, will be despatched as above on TUESDAY, the 7th September.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & CO.,
Agents.

Hongkong, 31st August, 1897. [5

FOR BALTIMORE.

THE 3/3 L.I.I. American Ship

"ISAAC REED,"

Captain Waldo, will load here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & CO.

Hongkong, 27th August, 1897. [1972

FOR PORTLAND, OREGON.

THE French Bark

"DUGUESCLIN,"

Delpis Master, will load here for the above port and will have quick despatch.

For Freight apply to

SHEWAN, TOMES & CO.

Hongkong, 30th August, 1897. [1991

VESSELS ON THE BERTH

AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KURRACHEE, ADEN, MASSAWA, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and South African Ports.)

THE Company's Steamship

"MEDUSA,"

Captain T. Androvich, will be despatched as above on WEDNESDAY, the 8th inst.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

No further information as to Passage and Freight, apply to

SANDER & CO.,
Agents.

Hongkong, 1st September, 1897. [5

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"ROSETTA,"

Captain F. N. Tillard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 9th SEPTEMBER, at NOON, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. "ORIENTAL" leaving that Port on the 2nd October for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 28th August, 1897. [1

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"BENALDER,"

Captain Thomson, will be despatched as above on or about 10th September.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 31st August, 1897. [1985

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, Sept. 11, 1897, at NOON.
PERU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Sept. 30, 1897, at NOON.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Oct. 19, 1897, at NOON.

THE U. S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 11th September, 1897, at NOON, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 26th August, 1897. [3

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on WEDNESDAY, the 15th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the Eastern and Australian S. S. Co. and vice versâ.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th August, 1897. [1998

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON	Shanghai	Brit. str.	Bishop	P. & O. S. N. Co.	On or about 16th inst.
LONDON, &c.	Rosetta	Brit. str.	Tillard	P. & O. S. N. Co.	On 9th inst. at Noon.
LONDON VIA SUEZ CANAL	Prometheus	Brit. str.	Day	Butterfield & Swire	To-day, at 10 A.M.
LONDON VIA SUEZ CANAL	Nestor	Brit. str.	Asquith	Butterfield & Swire	On 8th inst.
GENOA, LONDON, LIVERPOOL, &c.	Ningchow	Brit. str.	Jones	Holliday, Wise & Co.	On or about 21st inst.
BREMEN VIA PORTS OF CALL	Prinz Heinrich	Ger. str.	Cuppers	Melchers & Co.	On 14th inst., at 9 A.M.
MARSEILLES, LONDON, &c.	Tosa Maru	Jap. str.	Hillcoat	Nippon Yusen Kaisha	On 7th inst., at 4 P.M.
MARSEILLES VIA SAIGON, ETC.	Saghalien	Fren. str.	Liden	Messageries Maritimes	On 15th inst., at Noon.
VANCOUVER, V. SHANGHAI, &C.	Empress of Japan	Brit. str.	Lee, R.N.R.	Canadian Pacific R. Co.	On 29th inst., at Noon.
TACOMA, &c.	Victoria	Brit. str.	Panton, R.N.R.	Dodwell, Carlill & Co.	On 7th inst., at Noon.
SEATTLE, WINGTON, V. KOBE, &C.	Kinshiu Maru	Jap. str.	Sommer	Nippon Yusen Kaisha	On 9th inst., at 4 P.M.
VICTORIA, B.C., &c., V. YHAMA	Flintshire	Brit. str.		Shewan, Tomes & Co.	On 11th inst.
PORTLAND, OREGON	Duguesclin	Fren. bk.	Dejois	Shewan, Tomes & Co.	Quick despatch.
SAN FRANCISCO VIA SHANGHAI	Belgic	Brit. str.		O. & O. S. S. Co.	On 21st inst., at Noon.
SAN FRANCISCO VIA S'HAI, &c.	China	Amer. str.		P. M. S. S. Co.	On 11th inst., at Noon.
SAN FRANCISCO	Heathbank	Brit. bk.	McKechnie	Shewan, Tomes & Co.	Quick despatch.
BALTIMORE	Isaac Reed	Amer. ship	Waldo	Shewan, Tomes & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Benalder	Brit. str.	Thomson	G. B. Livingston & Co.	On or about 10th inst.
NEW YORK VIA SUEZ CANAL	Morven	Brit. str.		Melchers & Co.	On or about 15th inst.
NEW YORK	Lennox	Brit. str.		Dodwell, Carlill & Co.	On 6th inst.
NEW YORK	Lucy A. Nickels	Amer. bk.	Dow	Carlowitz & Co.	Quick despatch.
NEW YORK	Gov. Robie	Amer. ship	Nichols	Reuter Brockelmann & Co.	Quick despatch.
SYDNEY, MELBOURNE, &c.	Taiyuan	Brit. str.	Nelson	Butterfield & Swire	On 15th inst., at 4 P.M.
S'PORE, HAVRE, & HAMBURG	Aglaia	Ger. str.	Meissen	Siemssen & Co.	On 6th inst., at 5 P.M.
RANGOON, COLOMBO, &c.	Medusa	Aust. str.	Androvich	Sander & Co.	On 8th inst.
STRAITS & CALCUTTA	Catherine Apcar	Brit. str.	Fey	D. Sassoon, Sons & Co.	On 7th inst., at 3 P.M.
STRAITS, COLOMBO, B'BAY, &c.	Maria Valerie	Aus. str.	Lova	Sander & Co.	On 7th inst.
SANDAKAN & KUDAT	Memnon	Brit. str.	Mogridge	Butterfield & Swire	On 6th inst., at 3 P.M.
NAGASAKI & KOBE	Riojun Maru	Jap. str.	Townsend	Nippon Yusen Kaisha	On 7th inst., Daylight.
Y'HAMA V. S'HAI, N'SAKI, & KOBE	Sumatra	Brit. str.	Cowie, R.N.R.	P. & O. S. N. Co.	On or about 5th inst.
SHANGHAI & JAPAN	Ravenna	Brit. str.	Denny, R.N.R.	P. & O. S. N. Co.	On or about 4th inst.
TIENTSIN	Kweiyang	Brit. str.	Outerbridge	Butterfield & Swire	On 7th inst.
SWATOW, AMOY & TAMSUI	Haimun	Brit. str.	Bathurst	Douglas Lapraik & Co.	To-morrow, at Noon.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI & JAPAN	RAVENNA, C. T. Denny, R.N.R.	About 4th Sept.	Freight or Passage.
YOKOHAMA, VIA S'HAI, NAGASAKI & KOBE	SUMATRA, J. Cowie, R.N.R.	About 5th Sept.	Freight or Passage. (Passing through the INLAND SEA.)
LONDON, &c.	ROSETTA, F. N. Tillard	Noon, 9th Sept.	See Special Advertisement.
LONDON	SHANGHAI, E. P. Bishop	About 16th Sept.	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 1st September, 1897. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. ....WEDNESDAY, 29th Sept., 1897
EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R. ....WEDNESDAY, 27th Oct., 1897
EMPRESS OF INDIA....Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 24th Nov., 1897

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 2nd September, 1897. [8

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHY SERVICE.

FOR MARSEILLES, LONDON, AND ANTWERP, VIA SINGAPORE, COLOMBO, AND PORT SAID.

THE Company's Steamship.

"TOSA MARU,"

Captain C. Hillcoat, will be despatched as above on TUESDAY, the 7th September, at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 23rd August, 1897. [1929

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched as above on WEDNESDAY, the 8th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st September, 1897. [1759

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK.

THE Steamship

"LENNOX"

will be despatched as above on MONDAY, the 6th September.

FOR NEW YORK VIA SUEZ CANAL.

S.S. "PATHAN" to sail about 10th Sept., 1897.
S.S. "BRAEMAR" " 24th Sept., 1897.
S.S. "MOGUL" " 9th Oct., 1897.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, 28th August, 1897. [1141

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON WEDNESDAY, the 15th September, at NOON, the Company's Steamship "SAGHALIEN," Captain Liden, with Mails, Passengers, Specie, and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This steamer connects at COLOMBO with the S. S. "POLYNESIEN," which vessel takes on her passengers and mails, leaving that port on the 26th September, direct to Suez, Port Said, and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 5 P.M. on the 14th September. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

C. DE CHAMPEAUX,
Agent.

Hongkong, 4th September, 1897. [2

VESSELS ON THE BERTH

FOR SINGAPORE, HAVRE, AND HAMBURG.
(Calling at Naples for landing Passengers if sufficient inducement offers).
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BREMEN).

THE Steamship

"AGLAIA,"

Captain L. Madson, will be despatched for the above ports on MONDAY, the 6th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSSEN & CO.,
Agents.

Hongkong, 3rd September, 1897. [2027

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

PRINZ HEINRICH	Tuesday	14th Sep.
PREUSSEN	Tuesday	12th Oct.
SACHSEN	Tuesday	9th Nov.
BAYERN	Tuesday	7th Dec.
PRINZ HEINRICH	Tuesday	4th Jan.

ON TUESDAY, the 14th day of September, 1897, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain C. Cupper, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 11th September, Cargo and Specie will be received on Board until 5 P.M. on MONDAY, the 13th September, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 13th September. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 23rd August, 1897. [7

FOR SAN FRANCISCO.

THE 100 A.I. British Bark

"HEATHBANK,"

McKechnie, Master, shortly expected, will load here for the above port and will have quick despatch.

For Freight apply to

SHEWAN, TOMES & CO.

Hongkong, 17th June, 1897. [1418

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on TUESDAY, the 7th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st September, 1897. [2009

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA KOBE, AND YOKOHAMA.
(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship

"KINSHIU MARU,"

Captain F. L. Sommer, will be despatched as above on THURSDAY, the 9th September, at 4 P.M.

Consular Invoices of Goods for the United States should be in QUADRUPLICATE, and one Copy must be mailed by the steamer to the care of the Freight Agent, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 30th August, 1897. [1960

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

BELGIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Sept. 21, 1897, at NOON.
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama)	SATURDAY, Oct. 9, 1897, at NOON.
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Oct. 28, 1897, at NOON.

THE Company's Steamship "BELGIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 21st September, 1897, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN Agent.

Hongkong, 3rd September, 1897. [4

FOR NEW YORK.

THE 3/3 L. I. I. American Wooden Barque

"LUCY A. NICKELS,"

A. A. Dow, Master, now loading for the above port, will have quick despatch.

For Freight, apply to

CARLOWITZ & CO.

Hongkong, 12th August, 1897. [1853

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"GOV. ROBIE,"

Amos Nichols, Master, is now loading for the above port and will have quick despatch.

For Freight apply to

REUTER, BROCKELMANN & CO.

Hongkong, 18th August, 1897. [1893

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars apply to

DODWELL, CARLILL & CO.

Hongkong, 4th August, 1897. [1792

VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON £47.
Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $28.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

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(Subject to Alteration.)

VICTORIA	3,167	Tuesday	Sept. 7
OLYMPIA	2,603	Tuesday	Sept. 28
COLUMBIA	2,605	Tuesday	Oct. 19
TACOMA	2,549	Tuesday	Nov. 9
VICTORIA	3,167	Tuesday	Nov. 30
OLYMPIA	2,603	Tuesday	Dec. 21

THE Steamship

"VICTORIA,"

Captain J. Panton, R.N.R., sailing at NOON, on TUESDAY, the 7th September, will proceed to VICTORIA (B.C.), and TACOMA (Wash.) via SHANGHAI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy *must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO.,
General Agents.

Hongkong, 21st August, 1897. [9

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain E. Fey, will be despatched for the above ports on TUESDAY, the 7th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 2nd September, 1897. [2019

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

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(Taking Cargo at through rates for Glasgow, Continental Ports, River Plate, &c).

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For Freight, &c., apply to

HOLLIDAY, WISE & CO.,
Agents.

Hongkong, 4th September, 1897. [1982

FOR NEW YORK VIA SUEZ CANAL.

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"MORVEN,"

will be despatched as above on or about the 15th September.

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Hongkong, 17th August, 1897. [1683

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TEAK SQUARES, PLANKS, SCANTLINGS, AND BOARDS.
PLANED, TONGUED, AND GROOVED TEAK BOARDS.
TEAK SHINGLES.

GIBB, LIVINGSTON & CO.

Hongkong, 17th July, 1895. [24

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BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.
PINKADOE RAILWAY SLEEPERS for all GAUGES.
Rates Supplied and Orders Booked by

JARDINE, MATHESON & CO.

Hongkong, 3rd May, 1895. [1052

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ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.

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CALL FLAG W.

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STEAM WATER BOAT COMPANY.

Hongkong, 9th October, 1895. [1368

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Hongkong, 4th May, 1897. [1030

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CHAMPAGNE GROWERS AND SHIPPERS.
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Hongkong, 17th May, 1895. [1178

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$36.25 ... per case of 1 dozen quarts.
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Hongkong, 4th September, 1897. [36

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From Hongkong to Wuchowfu.
Showing the Ports and Calling Places Opened to Foreign Trade, 1897.
Published at *Daily Press* Office.

Hongkong, 1st April, 1897. [634

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